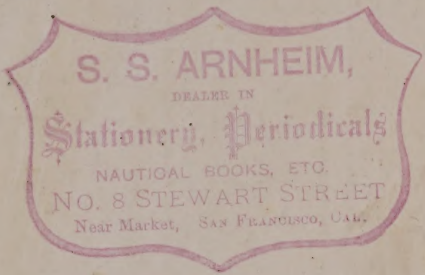




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Log Book of Bark Coral 1879

"Whaling Voyage"

Remarks on Board Bark Coral, L. B. Owen, Master

"Friday" Sailed from San Francisco March 28th Civil Account, at 7 A.M. being served to sea by Tug Boat Joseph Redmond. passed the Heads at 8 A.M. Tug left us at 9, and mustered Officers & crew 32 all told, Stowed Anchors and Chains, and steered S.W. wind N.W. light & pleasant weather thus ends this day's work at noon, to Commence Sea Account

Saturday March 29th 1879

Commences moderate breeze from N.W. ship N.W. by the wind, passed the Farallones 2nd at 2 P.M. from which took Departure, saw one ship and several Schooners sailing east - Middle part - Fresh breeze and considerable swell, latter part wind worked to the W. 20 knots - Lat 37⁰⁰ N Long 125³⁵ W

Sunday March 30th

Commences same and wind worked to the S.W. Tacked ship to the N.W. and wind fresh middle part and backed to the S. steered N. by N. somewhat squally, furlled light sail, latter part moderate again and wind worked to westward - so ends -

Lat 37⁵⁴ N Long 128⁰⁰ W

Monday March 31st

Commences moderate winds and hauled back to the N.W. again, Tacked ship to the N.W. wind freshened. Saw 2 vessels standing to the N.E. Middle part of this day cloudy with light rain squalls wind N.W. by N. ships on the wind heading W by S latter strong breeze from the same quarter furlled the light sails & doubled reefed the fore top sail weather cloudy at 8 P.M. saw a ship steering to S.E. and busy on board of ship repairing the water tanks

Tuesday April 1

Commenced with a good breeze from the N by W ships heading W by South. weather cloudy Middle more moderate wind halled to the N.W. and died out calm weather cloudy with light rain took a boat off of the house to fitt and repair latter light breeze from the S.W. ships heading W.N.W. weather fine and pleasant Lat by Obs 38.00 North Long 139.30 West

Wednesday April 2th

Commenced fine and pleasant weather and light breeze from the S.W. S. ships heading W. by N. Carpenter busy repairing boats. Middle squally with a light breeze from the S.S.W. ships heading W. by N. Latter strong breeze with heavy rain squalls and continued so the remainder of the day at 8 P.M. saw a ship standing to the northward furlled all the light sails thus ends this day. Lat by Obs 39.30 Long 131.32 W.

Thursday, April 3th

Commenced with fine weather wind halled to the Eastward. course West set the light sails. Middle weather ditto wind halled to the N by W ships heading West Latter ditto Lat 40.00 North.

Friday April 4th

Commenced with fine and pleasant weather. wind moderate and halled to the N.W. ships heading W.S.W. Middle calm weather ditto Latter squally with a good breeze from the W.S.W. ships N.W. thus ends this day. Lat by Obs 40.35 North Long 137.00 West

Saturday April 5th

Commenced with a strong breeze from the W.S.W. ship heading N.W. weather cloudy with fine rain. took all the light sails in Middle. Strong breeze with heavy squalls from the W.S.W. ship heading N.W. Doubled reefed the fore top sail weather cloudy. Latter ditto

Lat by Obs 42.42 N. Long 137.10 West

Sunday April 6th

Commenced with a strong breeze from the W.S.W. ship heading N.W. weather fine and pleasant. Middle weather ditto with a strong breeze from the S.W. ship heading N.W. by W. Latter blowing hard from the W.S.W. ship heading N.W. weather thick with rain double reefed the main top sail and furlled the jib carried away the weather main top sail brace.

Monday April 7th

Commenced with rainy weather blowing hard from the W by S ship heading N by W doubled reefed the main top sail and furlled the courses. at A.M. wind halled to the N.W. wore ship heading S.W. weather clear at 6 A.M. clost reefed the main top sail Middle weather cloudy wind ditto. Latter more moderate. shook 1 reef out of the fore & main top sails at 10 P.M. wore ship wind halled to the W by N ship heading N. thus ends this day.

Lat by Obs 43.40 Long 137.49 West

Tuesday April 8th

Commenced with a strong breeze from the W by S. and halled to the S.W. by S. ship heading N.W. by W. set the jib and courses

weather clear and pleasant Middle blowing hard from the same quarter with hail squalls furlled the fore and main sail and took in the jibb shipe heading N.W. Latter still blowing hard with very heavy squalls elost reefed the main topsail thus ends this day.

Wednesday April 9

Commenced with cloudy weather still blowing very hard from the S.W. furlled the fore topsail shipe heading N.W. Middle weather & wind ditto Latter more moderate made sail accordingly weather fine and pleasant shipe heading N.W. wind N.S.W.

Lat by Obs 45.40 N Long 138.13 West

Thursday April 10th

Commenced with fine and pleasant weather wind more moderate and halled to the Westward at 4 A.M. wore shipe heading S.S.W. wind west by North. Middle ^{ward} halled to S.W. wore shipe N.W. by W. weather fine and pleasant. Latter weather thick with light rain wind halled to the South and freshened elost reefed the fore topsail and furlled the fore sail & jibb shipe heading west. Flished the main topsail yard. which was sprung up the 6th of this month. thus ends this day.

Friday April 11th

Commenced with thick and rainy weather and a strong breeze from the South shipe heading West. Middle weather and wind ditto Latter fine and pleasant with a good breeze from the N.S.W. shipe heading N.W. Lat by Obs 47.12 N Long 141.06 West

Saturday April 12th

Commenced with a strong breeze from the S.W. by W. ship heading N.W. weather fine middle strong breeze with heavy hail and snow squalls from the S.W. ship heading N.W. by W. Latter wind halled to the S.E.W. ship heading W. by N. weather squally. broke out the slops and gave the men what they wanted.

Lat by Obs 49.00 N. Long 142.13 West

Sunday April 13th

Commenced with a strong breeze from S.E.W. ship heading W. by N. weather cloudy with hail and snow squalls. took in the waist boate and put out an other one in her place. Middil weather fine and clear light breeze from the S.W. which halled to the S. and fell off to a calm. Latter light breeze from the N.W. by N ship heading W. by S. weather clear and pleasant

Lat by Obs 49.22 N Long 143.00 West.

Monday April 14th

Commenced with pleasant weather wind halled to the N.W. by W. ship heading S.W. at 2 a.m. tacked and stord to the Northord heading N.N.W. at 5 1/2 tacked heading S.W. by S. 1/2 S. at 7 a.m. tacked heading North wind W. by N. unberst the spanked and bent the clost mizzin middle light breeze from the S.W. ship heading W.W.W. weather ^{now} squally. Latter wind halled S.E. with a thick snow storm ship heading W. by S. two of the men had a fight fore which they were kep up there watch below. The Cloud. 3 days and G. Petterson fore one week. painted the Garbrand. Boats. thus ends this day.

Tuesday April 15th

Commenced with a light breeze from the S by W and halled to the eastward ship heading W by S. weather stormy. Middle commenced with a light breeze from the E by N and halled to the S.W. at 12 a.m. tacked ship to the northward ship N.W. by W. weather cloudy with heavy snow squalls. shook the reefs out of the fore top sail. Latter strong breeze from the S.W. with heavy snow squalls. doubled reefed the fore and main top sails and furled the jib ship heading N.W. by W. thus ends this day.

Lat by Obs 51, 46 N Long 145, 00 West.

Wednesday April 16th

Commenced with a strong breeze from the S.W. with heavy snow squalls. lost reefed the fore top sail ship heading N.W. by W. Middle strong breeze with a heavy sea from the S.W. ship laboring very heavy took in the main sail ship heading N.W. by W. Latter fine and pleasant weather with a light breeze from the S.W. made all sail ship heading N.W. by W. thus ends this day.

Lat by Obs 50 N Long 145, 36 West.

Thursday April 17th

Commenced with fine and pleasant weather and a light breeze from the E by N ship heading W. by S. Middle commenced with a good breeze from the N.E. with heavy snow storm wind halled to the north and freshener at 1 a.m. doubled reefed the top sails ship heading W. by S. Latter wind halled to the N.W. ship heading S.W. wind more moderate set all sail weather fine and pleasant. thus ends this day.

Lat by Obs 52, 46 N Long 147, 46 West.

Friday April 18th

Commenced with fine and pleasant weather with a light breeze from the N.W. by N. ship heading N.W. at 6 A.M. tacked ship to the Northward, heading N. by E. wind N.W. by W. Middle. Calm with clear and fine weather.

Light breeze from the E. by N. ship heading W. by S. weather fine and pleasant sent down the main topsail yard to fith a new one Lat by Obs 52.43. N. Long 149.43 West

Saturday, April 19th

Commenced with fine and pleasant weather with a light breeze from the E. by N. ship W. by S. fitted a new main topsail yard and sent it up wind halled to the E.S.E. ship heading West. Middle and latter fine and pleasant weather with a good breeze from the E.S.E. ship heading West this ends this day.

Lat by Obs 53.12. N. Long 152.12. West.

Sunday, April 20th

Commenced with fine and pleasant weather and a good breeze from the E.S.E. ship heading West. Middle wind ditto weather cloudy.

Latter wind halled to the N. E. by E. with thick snow storm ship heading W. by S.

Lat by Obs 53.38. N. Long 156.10 West

Monday April 21st

Commenced with thick snow storm & a good breeze from the N. E. by E. ship heading W. by South. Middle the wind halled to the N. by W. and freshened took in all the light sails ship heading W. by S. Latter strong breeze from the N.W. doubled the topsails ship heading W. S. W. weather cloudy at 9 P.M. Oscar Bell fell of the flying jib boom and had to have the larboard boat to pick him up.

Lat by Obs 53.34 N Long 160.45 West.

Tuesday April 22th

Commenced with a strong breeze from the N.W. by N. ship heading N.W. weather cloudy. Middle wind halled to the N.W. and moderated ship heading S.W. 1/2 S. weather ditto. Latter wind halled to the S.W. by W. at 4 P.M. wore ship to the northward heading N.W. by W. weather fine and pleasant. this ends this day.

Lat by Obs 54.60 N Long 162.30 West.

Wednesday April 23th

Commenced with fine and pleasant weather. Wind halled to the S.W. by S ship heading W. 1/2 S. at 5 A.M. saw the Land which bore N.W. by compass distance 20 miles. Middle commenced with a strong breeze from S.W. ship heading west by north. carrying sail hard to keep off of the land tacked 4 times in the night. Latter still blowing hard from the same quarter with a heavy sea and rain from the S.W. 6 P.M. tacked ship and stood to the S.E. the remainder of the day.

Thursday April 24th

Commenced with cloudy weather at 3 A.M. furled the main sail and just 5 A.M. close reefed the fore top & fore sails wind from the S.S.W. ship heading S.E. very heavy sea from the S.W. ship laboring heavily. this ends the first part of this day. Middle weather thick with light breeze wind from the S.S.W. with a heavy sea ship under close reefed fore top sail and double reefed main heading S.E. Latter wore ship at 4 P.M. wind halled to the

W.S.W. and moderated ships heading N.W.
 made sail according at 10 P.M. saw the mountain
 on Oneymack Island which bore W.N.W.
 by compass distance abt 20 miles this ends
 this day. Lat by Obs 53.55. N Long 162 30 West.

Friday, April 25th

Commenced with fine and pleasant
 weather and a light breeze from the W.S.W.
 ships heading N.W. by N. Middle calm and
 clear weather at 7 P.M. saw Oneymack Island
 which bore N.W. by W by compass distance
 30 miles. Latter fine and pleasant weather
 with a light breeze from the S.W. ships head-
 ing W.N.W. Lat. 24.20 N Long 164.50 West

Saturday April 26th

Commenced with fine and pleasant weather
 Wind halled to the westward. ships head-
 ing to the westward along Oneymack
 Island. with a good breeze. Middle wind and
 weather ditto Latter weather ditto, strong breeze
 from the westward still working to the
 Westward.

Sunday April 27th

Commenced with fine and pleasant
 weather a strong breeze from the westward
 still working to the westward. at 4 A.M.
 more moderate and wind halled to the
 Southward with thick chancy weather ships
 heading West made all sail. Middle

Commenced with a strong breeze from the W.
 at 9 A.M. halled to the N.W. and blowing a
 gale lost reefed the fore and double reefed
 the main top sails carried away. the jib
 Latter strong breeze from the N.W. weather
 fine and pleasant sent in the jib and
 kept a new one thus ends this day

Lat by Obs 53.55. N Long 165.50 West.

Monday April 28th

Commenced with fine and pleasant weather
wind more moderate and halled to the north
ward ship heading W by N made sail
according at 4 ~~AM~~ the land bore N W by
W by compass. Middle fine and pleasant
weather with a strong breeze from the N. W.
working to windward at 9 A.M. furled the
fore and main sails close reefed the fore
top sail land in sight all along to wind
ward. Latter weather ditto wind more moder-
ate made sail according at 11 P.M. kept off
S. W. 1/2 S. along the land fore the 1/2 pass.
Left by Obs 32.20 N Long 166.00 West.

Tuesday April 29th

Commenced with fine and pleasant weather
and a good breeze from the N. W. at 4 A.M.
Middle fine and clear weather at 8 A.M.
strong breeze from the N. W. took in all
the light sails and doubled reefed the
top sails ship heading S. W. by S.
Latter weather ditto wind more moderate
and halled to the westward ship heading
S. S. W. made sail according
Left by Obs 32.00 N Long 169.30 West

Wednesday April 30th

Commenced with fine and pleasant
weather with a good breeze from the
N. W. ship heading S. W. by W. at 7
A.M. tacked ship to the N. N. W. wind West
Middle weather foggy with a light breeze
from the N. S. W. ship heading N. W. by N.
at 1 P.M. tacked heading S. by E. at 4
P.M. tacked heading N. W. by W. Latter
weather fine and clear wind ditto.

Thursday May 1th

Commenced with fine and pleasant weather
wind S.W. ship heading W.N.W. Land
sailing N.W. by compass distance 10 miles
at 1 P.M. made the 4. mountain pass. wind
W.S.W. ship heading N.W. by N. at 6 A.M.
got through the wind halled to the W.N.W.
Ship N by E at 10 o'clock ship heading S.W. by S.
Middle wind halled N.N.W. heading W. by N
weather fine and clear saw the land which
bore S.S.E. by compass distance 25 miles
 Latter fine and pleasant weather with a good
breeze from the north ship heading W by N.
Lat 53.20 N Long 172.00 West

Friday May 2th

Commenced with fine and pleasant weather
and a light breeze from the N by E. ship
heading W.N.W. sent the crow's nest
aloft. and sent the main royal yard
down. to rebend the sail Middle clam and
clear weather Latter ditto sent down the fore
and main top sails to repair them.

Lat by Obs 53.20 N Long West. 173.00.

Saturday May 3th

Commenced with fine and pleasant weather
at 2 A.M. spoke the Bark Mercury Capt.
Hickmott 26 days from Honolulu with 30
Bbls of Spinn Oil Middle fine weather
with a light breeze from the W by S.
ship heading N.N.W. Latter weather ditto
wind from the W by N ship heading
N by W.

Lat 55.05 N Long 172.37 West.

Sunday May 4th

Commenced with fine and pleasant
with a light breeze from the W by N.
ship heading north at 6 A.M. wind

halled to the N by E tacked ships heading N. W. by W $W\frac{1}{2}W$ weather cloudy. Middle fine and pleasant weather wind N by E ships heading W. W. Latter wind halled to the S. E. a very light breeze ships heading N. W. by W thus ends this day.

Lat 55.33. North Long. 173.07 West

Monday May 5th

Commenced with fine and pleasant weather and a light breeze from the S. E. ships heading N. W. by W. Middle commenced with fine and pleasant weather and a good breeze from the S. E. towards midnight the wind freshened with snow storm ships heading N. W. by W $W\frac{1}{2}W$ Latter a strong breeze from the S. E. with a very heavy sea running ships heading N. W. by $W\frac{1}{2}W$ weather cloudy with fine rain

Tuesday May 6th

Commenced with a strong breeze from the S. E. with hazy weather ships heading N. W. by $W\frac{1}{2}W$ very heavy sea running from the S. E. Middle light rain with a strong breeze from the S. E. at 9 A.M. doubled reefed the main top sail ships heading N. W. by $W\frac{1}{2}W$ at 12 A.M. luffed to heading N. by E. at 3 P.M. heaved off N. W. by W Latter wind more moderate and halled to the Eastward. with rain and snow squalls.

Lat by Obs 57.44. N Long 179.34 West

Wednesday May 7th

Commenced with fine and pleasant weather and a light breeze from the S. E. ships heading N. W. by N. sent the crows nest aloft. Middle

Strong wind halled to the S.W. ship heading N.W. at 7 P.M. saw a ship to windward steering to the N.W. Latter weather clear with a good breeze from the S.W. ship heading N.W. at 10 P.M. took in all the light sails and doubled reefed the fore top sail thus ends this day.
 Log by Dead Reckoning 60.20 North
 Long 178.30 East.

Thursday May 8.

Commenced with a strong breeze from the S.S.W. ship heading N.W. $\frac{1}{2}$ W at 2 A.M. doubled reefed the main top sail and furlled the main sail at 6 A.M. furlled the fore sail weather cloudy with a heavy sea from the S.W. ship laboring heavy. Middle weather ditto blowing hard from the same quarter at 10 A.M. clost reefed the top sails Latter fine and pleasant weather wind more moderate and halled to the S.S.E. at 8 P.M. made the ice and saw the Seabreeze to windward steering to the N. & Westward thus ends this day.

Friday May 9th

Commenced with fine and pleasant weather and a light breeze from the E.S.E. working the ship through the ice at 2 A.M. saw the Thomas Pope fast in the ice with every thing clewed up. Middle spoke the Bark Monman. Capt Campbell weather fine and pleasant with a light breeze from the E.S.E. ship lying two Latter fine and pleasant weather saw a number of Whales at 5 P.M. struck a Whale and saved him the 2^d mate struck him thus ends this day.

Saturday May 10th

Commenced this day by cutting a whale
commence at 2 O'clock and finished
at 7 O'clock. weather part of the time
thick snow squalls wind light and
from the North Middle a strong breeze
from the S.W. doubled reefed the top
sails weather cloudy. Latter weather squally
with a light breeze from the N.W.

Sunday May 11th

Commenced with thick and squally weather
wind from the N.W. at 5 AM saw 2
whales going to the North and Eastward
board the boats but did not see them
again at 8 put out the Starboard Bow
Boat. Middle strong breeze from the N.E.
doubled reefed the main top sail started
the works & ships in sight weather foggy
with fine snow. Latter strong breeze
from the N.W. saw quite a number of
whales board down and the Mate struck
the whale went in to the ice and took his
and the 4 Mates lines thus ends this day.

Monday May 12th

Commenced with a strong breeze from
the N.W. saw whales Middle the wind
more moderate. weather fine and pleasant
saw 5 ships to windward one of them had
his Boats down. Middle calm and clear
weather Latter strong breeze from the
N.W. ships heading S.W. at 12 PM
took in the light sails and doubled
reefed the fore top sail carried a
way the outer part stay

Tuesday May 13th

Commenced with fine and clear weather and a strong breeze from the N.N.W. ship heading E.N.E. Middle wind halled to the North and freshened at 8 A.M. blowing a gale with thick snow storm felled the fore top sail. hauled down the try works. Latter more moderate set the fore top and fore sails spoke the Bark Progress Capt. Lapham

Wednesday May 14th

Commenced with fine and pleasant weather wind halled to the N.W. and moderated some set the jib ship heading N.E. by N at 2 A.M. had a thick snow squall. Middle fine and pleasant weather with a strong breeze from the N by W ship heading West. Latter weather ditto wind more moderate. Made all sail standing into the ice at 6 P.M. started the works.

Thursday May 15th

Commenced with fine and pleasant weather and a strong breeze from the N by E. ship heading W.N.W. took in all the light sails saw 6 ships 2 of them were boiling. Middle weather clear and pleasant with a strong breeze from the N.N.W. at 11 A.M. took in the fore sail and jib. Latter weather and wind ditto.

Friday May 16th

Commenced with fine and pleasant weather with a strong breeze from the N.N.W. finished boiling. Middle blowing head from the Northward. beating

windward weather fine and clear
 Latter weather ditto wind from the same
 quarter but more moderate stowed down
 the Oil

Saturday May 17th

Commenced with fine and pleasant
 weather and a good breeze from the N N
 W. beating to windward and ^{all} sail out.
 Middle fine and clear weather wind from the
 N by East Latter wind and weather ditto at
 9 P.M. saw 3 Whales load the Boats but could
 not get fast saw 4 ships in the ice

Lat 60° 30' Long 173.50 West.

Sunday May 18th

Commenced with fine and pleasant weather
 with a light breeze from the N by E working
 to windward saw several whales at 7 1/2
 A.M. load the boats but did not get
 fast. Middle wind and weather ditto
 Latter wind and weather ditto at 6 P.M. saw 3 Whales
 load and the Master at last took the whale
 a long side and commenced cutting

Monday May 19th

Commenced with fine and pleasant
 weather and a light breeze from the N. by E
 at 8 A.M. finished cutting saw the rainbow
 take a whale and the Bark sea breeze
 chasing Middle weather and wind ditto

Latter weather fine and pleasant with a light
 breeze from the S E by E saw 7 ships some
 had their boats down and others did not.
 Land in sight Lat. 60.30 N Long 174.13 W

Tuesday May 20th

Commenced with very fine and pleasant
 weather and a light breeze from the S E by E

ships heading N. E. by N one ship in sight
bowing saw the land which bore N N E by
compass distance 20 miles Middle fine and
pleasant weather with a light breeze from
the S. W. ships heading N. by E. Latter
wind and weather ditto saw a great many
whales they were all going when the
N. E. board the Boat but did not
get fast. saw 5 ships take whales.

Lat 60° 30' N Long 174° 03' East

Wednesday May 21st

Commenced with fine and pleasant
weather and a good breeze from the S. W.
ships heading N. N. E. saw the Bark
Rainbow cutting her 3 whales at 4 am
board four whales and the mate got fast
~~board~~ the whale took his line the 3 mates
got fast to the whale and turned him
up weather thick fog with a light
breeze from the S. W. commenced cutting
at 7 am and finished at 1 P. M. Middle
wind ditto weather fine and pleasant.
Latter wind and weather ditto

Thursday May 22nd

Commenced with fine and pleasant
weather and strong breeze from the S. W.
at 1 board the boats 3 mates got fast
and his iron came out he got fast
a gain this time he lost his line
4 mate went on and passed to
the whale and turned him up
Middle wind and weather ditto with
a heavy swell from the S. W. ships lay-
ing with the whale along side Latter
wind and weather ditto at 10 P. M. commenced
cutting this ends this day.

Friday May 23th

Commenced with a good breeze from the S.W. ships heading N.E. weather clear. finished cutting at 7 O'clock A.M. at 8 saw a whale board the Boats. at 9 called the boats aboard. saw 2 ships to the Northward. Middle weather thick snow storm wind from the S.W. light breeze. Latter fine and pleasant weather with a light breeze from the S.W. started the try works.

Saturday May 24th

Commenced with fine and pleasant weather with a very light breeze from the S.W. ship heading N.E. gained the Bark Rainbow. Middle calm with snow storm saw the Land. Latter fine and pleasant weather with a good breeze from the N.E. ships on the starboard tack heading N.E.W. 5 ships in sight and 4 of them boiling.

Lat 62.15 N Long. 179.30 East.

Sunday May 25th

Commenced with fine and pleasant weather with a good breeze from the N.E. ships heading N.E.W. Land in sight Middle fine and pleasant weather with a good breeze from the N.E. working to the Northward along the Land. Latter wind and weather ditto ships starting to the S.W. spoke the Bark Hunter. at 9 P.M. reports having taken 3 Whales.

Monday May 26th

Commenced with fine and pleasant weather with a good breeze from the N.E.

6 ships in sight and 4 of them boiling
ice about 20 miles off shore from the Land.
betwixt Cape Haverline and Thaddeus.
the land well covered with snow.

Middle calm and clear weather. Light
breeze from the S.W. by W. weather
fine and pleasant. commenced stowing
down the Oil 12 ships in sight.

Lat 62.11 N Long 179.20 E.

Tuesday May 27th

Commenced with fine and pleasant
weather good breeze from the S.W. by W.
finished stowing down at 1/2 past 7
Middle weather thick beating to the
S.W. along the land. 4 men of the port
watch off duty on the sick list with the
Artic chills. Middle wind and weather
ditto. Latter calm with fine and pleasant
weather. Lat. 62.12 N Long. 178.02 W.

Wednesday May 28.

Commenced with fine and pleasant
weather and a light breeze from the N.S.W.
Harry and Long Red came on duty to
day that leaves one man sick yet.
Middle strong breeze from the S.S.W.
ships heading S.E. by E. weather foggy.
saw the land at 8 AM which bore
north. Latter strong breeze from the
W.S.W. ships heading S by East
at 7 P.M. took in the Main de gant sail
eased the fore sail and doubled
reefed the fore top sail.

Thursday May 29th

Commenced with a strong breeze from
the W.S.W. ships heading S by East
weather thick with fine snow.

Middle wind and weather ditto latter light breeze from the N.W. commenced stowing down spoke the Bark Hellen Mar she reports having taken 7 whales and the Bark Abram Barker 5 1/2 whales

Friday May 30th

Commenced with thick fogg. and a light breeze from the S.W. by W. at 7 1/2 O'clock AM finished stowing down the last of four whales Middle wind and weather ditto latter light breeze from the S.S.W. ships heading N.W. spoke the schooner Alaska. and the Bark John Howland. weather foggy. at times thus ends this day

Lat. 62. 50 N Long. 179 00 W. Est.

Saturday May 31th

Commenced with fine and pleasant weather and a light breeze from the Southward. ships heading North. Middle light breeze from the S.S.E. ships heading East. weather thick fogg. latter calm with thick fogg.

Sunday June 1st

Commenced with thick fogg. and calm. at 3 AM fogg cleared off and a light breeze from the N.W. Middle strong breeze from the same quarter. weather clear latter fine and pleasant weather. with a good breeze from the N.W. gained with the Bark Dawn.

Monday June 2nd

Commenced with a good breeze from the N by W. ships lying aback. weather

fine and pleasant. Middle. fine and pleasant weather and a good breeze from the N. N. W. ship bying a back latter wind and weather ditto beating to the northward ice thick and very heavy
 Lat. 63.45. N Long. 179.00 West

Tuesday June 3rd

Commenced with fine and pleasant weather and a good breeze from the N. by W. working to the northward in company with the Bark Sea Breeze. ice thick and heavy. Middle weather ditto breeze freshened took in all the light sails and doubled reefed the fore topsail and furlled the fore sail latter strong breeze from the N. by W. working to windward. at 4 P. M. doubled reefed the main topsail weather clear and cold
 Lat. 63.40 N Long. 179.50 West

Wednesday June 4

Commenced with a strong breeze from the N. by W. working to windward through the ice which is very thick and heavy. weather clear and cold. at 4 A. M. hup off S. E. & set the fore sail shook the reefs out of the main topsail and set the main Decallant sail Middle raised 3 ships to leeward halled on the wind furlled the fore sail and doubled reefed the main topsail weather clear and very cold. latter wind more moderate weather thick snow storm

Thursday June 5th

Commenced with a light breeze from the N. N. W. and thick snow storm. working to the North. ice very open and small.

Middle thick foggy and light breeze from the N by W. Latter good breeze from the same quarter weather clear 6 ships in sight to Leeward, and 1 to windward

Lat. 63.20. N Long. 179.00. West.

Friday June 6th

Commenced with a good breeze from the N by W. ships heading N E by E. weather clear all sail out. Middle thick foggy and calm. Latter clear with a good breeze from the N by W. working to windward ice thick and very heavy 6 ships in sight to the Southward and one to the Northward.

Lat. 63.40. N Long. 178.50 West.

Saturday June 7th

Commenced with fine and pleasant weather and a good breeze from the N. N. W. ships heading N. W. by W. 1/2 W. Middle thick foggy with a light breeze from the N by W. ships going a back. Latter thick foggy at times wind the same gamed with the Bark Hunter

Sunday June 8

Commenced with fine and pleasant weather and a light breeze from the N by W. Middle and Latter wind and weather ditto Latter saw the Land which bore S. W. by S by compass

Lat. 63.25. N Long. 178.20 West.

Monday June 9th

Commenced with fine and pleasant weather and a light breeze from the N. N. W. 12 ships in sight. Middle wind very light weather fine. Worked through

a very heavy pack of ice Latter a good breeze from the N.N.W. ships heading N.E. by East saw 3 Whales board the Boats saw 3 ships with there Baats down.

Lat. 63.25. N Long. 178.00 W

Tuesday June 10th

Commenced with fine and pleasant weather and a good breeze from the N.N.W. saw the Sea Breeze with her Baats down. Middle fine and pleasant weather with a light breeze from the N by W. working to the Northward ice very thin and small. Latter wind and weather ditto commenced scraping the Bone.

Lat 63.40. N Long. 178.30 W

Wednesday June 11th

Commenced with fine and pleasant weather and a light breeze from the W by N. ships on the Port tack heading N by W. 12 ships in sight Middle wind halled to the W by N. with thick snow squalls Latter fine and pleasant weather with a good breeze from the W by N ships heading N.E. finished scraping the bone. saw Cape Chaplin which bore N.E. by compass distance 30 miles.

Lat. 64.30. N Long. 177.00 W

Thursday June 12th

Commenced with fine and pleasant weather and a good breeze from the W by N ships heading N.E. 5 ships in sight Middle ship Tarrying a back thick foggy wind from the W by N Latter wind and weather ships heading E by N. broke out small stones.

Lat. 64.20. N Long. 173.30 W

Friday June 13th

Commenced with a light breeze from the W by N. weather foggy. saw the Land. which bore N E by compass distance 12 miles Middle thick fogg. and a good breeze from the S.W. ships heading N E. sounded and found that we had 21 fathoms of water the natives came off from of Howlands Bay and reported 6 ships having passed there they have not taken any whales at Floor Bay or St Lawrence Bay. Latter strong breeze from the same quarter with clear weather passed Indian Point at 10 P.M. took in all the light sails and doubled reefed the fore top sail

Lat. 65.00 N Long. 170.00 West.

Saturday June 14th

Commenced with fine and clear weather and a strong breeze from the W by South ships heading N East Middle strong breeze from the S.W. saw 6 ships 3 to windward and 3 to leeward. weather thick fogg. Latter wind ditto weather clear set the main sail ships on the wind heading S.E. by South

Lat. 64.50 N

Sunday June 15th

Commenced with a strong breeze from the S.W. weather clear 6 ships in sight 2 of the ~~off~~ the starboard watch sick and off of duty and one of the Port watch. Middle strong breeze from the S.W. weather thick fogg. Latter wind more moderate weather quite clear saw the Land which bore S.W. by compass. saw 2 ships one of them we called the B Rainbow

Monday June 16th

Commenced with fine and clear weather and a good breeze from the S.W. ship on the Port tack heading W.N.W. Middle fine and pleasant weather with a good breeze W.N.W. ship heading S.W. by W. Latter thick fogg and calm. commenced washing the bone.

Tuesday June 17th

Commenced with thick fogg and calm. at 4 AM finished washing the bone. heard several ships blowing there horns but could not see any of them. Middle and Latter thick fogg and calm.

Wednesday June 18th

Commenced with thick fogg and calm at 2 AM weather clear saw 6 ships spoke the Bark Mercury now whales at 9 AM 10 ships in sight and a light breeze from the S.W. by S ship heading S.East. Middle thick fogg with a good breeze from the S.S.W. Latter weather clear with a good breeze from the same quarter passed the bone on deck to dry. saw 12 ships and one brig Lat. 64.30 N at 4 PM

Thursday June 19th

Commenced with fine and pleasant weather and a good breeze from the S.S.W. ship heading W by North. Middle thick fogg and strong breeze from the same quarter Latter clear and fine weather with a strong breeze from the S.S.W. ship heading S.East

Friday June 20th

Commenced with fine and pleasant weather with a strong breeze from the S.S.W. at 1 P.M. off N.E. 1/2 N. set the main degalant sail saw a schooner which we supposed was lying by a whale.

Middle clear weather with a strong breeze. Latter strong breeze from the same quarter weather clear at times shook the reefs out of the fore topsail and loosed the fore sail and set the flying jib stook in to the ice as far as possible towards South head of St Lawrence Bay.

Saturday June 21th

Commenced with fine and pleasant weather and a good breeze from the S.S.W. ship lying aback. at 4 Am furled the fore and main sail and doubled reefed the fore topsail. Middle thick fog and a strong breeze from the S.W. at 7 Am doubled reefed the main topsail and furled the jib. Latter thick fog wind halled to the Southward and moderated shook the reef out of the fore and main topsails and set the jib.

Sunday June 22th

Commenced with clear weather and a light breeze from the South saw 6 ships. Middle fine and pleasant weather and a light breeze from the South. Latter wind and weather ditto saw 16 sails. stole the Band Frances Palmer of San Francisco. Capt Williams. Lat. 6520 N Long. 177.40 W.

Monday June 23th

Commenced with fine and pleasant weather and a good breeze from the South all sail out. spoke the Bark Fleet wing Middle thick fogg and a good breeze from the S by East. working to windward. Latter fine and pleasant weather and a very light breeze from the same quarter got the bone up to dry.

Tuesday June 24th

Commenced with fine and pleasant weather and a very light breeze from the South got the bone on deck drying. Middle fine and pleasant with light breeze from the N.E. Latter weather ditto wind halled to the N.E. sturing fore St. Lawrence Bay commenced bunching the Bone. saw 2 ships bying at anchor at South head of St. Lawrence Bay.

Wednesday June 25th

Commenced with fine and pleasant weather But no wind. Middle light fogg. with a very light air from the S East. at 3 P.M. came to anchor off the North head of St. Lawrence Bay. in 15 fathoms of water. Latter bying at anchor at 6 P.M. commenced to rain with a good breeze from the S. East. the natives came off But had no trade.

Thursday June 26th

Commenced with rain and a good breeze from the S East. at 4 A.M. weather cleared up and calm. at 7 A.M. got under way. with a good breeze from the Northward.

shipped one man which was all that we could get. Middle fine and pleasant weather with a good breeze from the northward. a strong current setting to the Southward. Latter fine and pleasant weather with a good breeze from the S.W. stood over under the Borneads had the natives on board stop the John Howland, Cap. Green, and he reports no walrus in the Arctic sea we started from St. Lawrence Island, thus ends this day.

Friday June 24th

Commenced with fine and pleasant weather and a good breeze from the S.W. all sail out steering to the Southward. Middle weather very changeable snow and fog with a good breeze from the S.W. steering S.E. by East. Latter weather clear and pleasant with a good breeze from the same quarter spoke the Bark Progress Capt. Leapham reports haven seen but very few walrus.

Saturday June 28th

Commenced with a good breeze from the S.W. steering N.N.E. weather cloudy. sent the Mizzen topmast stay sail down to repair it. Middle calm with thick fog and fine snow saw the Bark Dawn of San Francisco. Latter good breeze from the W.W. weather very changeable clear and pleasant at times then again thick fog.

Lat. 66.36 North

Sunday June 29th

Commenced with a good breeze from

W.M.W. weather clear at times and foggy.
at times saw some walrus and send
A. Baats in to shoot. Middle weather foggy
shoot 50 Walrus. now wind. Latter calm
and foggy.

Lot. 6645 N Long. 168.00 W.

Monday June 30th

Commenced with clear and calm. weather
Middle snow squalls with a light breeze
from the N.W. at 11 A.M. hoisted the boats
and went in after walrus got 12. Latter
fine and pleasant weather with a good
breeze from the N.W. spoke the Northern
Light reports having 250 walrus. saw 7 ships
to leeward. thus ends this day the last
of June.

Tuesday July 1st

Commenced with fine and pleasant weather
and a good breeze from the Northward.
at 7 A.M. hoisted and went to shoot but the
walrus would not stand fire took in all
of the light sails and furlled the courses. s.
at 8 A.M. cleaved down the top sails and
let the ship drift in to the ice Middle
at 9 A.M. the boat came back. on acct of the
ice packing they had to haul her over the
ice at 10 A.M. made all sail and tried to
work out of the ice which took untill 12.
A.M. weather cloudy with light sail and
a strong breeze from the N.W. east.
Latter fine and pleasant weather
wind hauled to East by North and more
moderate ship lying a back under the
top sails 12 ships in sight and 2 of them
boiling at 9 P.M. shut in thick foggy.
at 11 A.M. a ship called Hackmott of the Bark
Mercury came and got some coal.

Wednesday July 2th

Commenced with a light breeze from the Eastward and cloudy weather with fine rain Middle strong breeze from the S. East. furlled the fore sail saw the Bark Fleetwing Capt Shepping stone jammed in the ice weather clear Latter strong breeze from the S. East Latter strong from the same quarter with thick weather doubled reefed the fore top sail started the works

Thursday July 3th

Commenced with a strong breeze from the S. East weather thick saw the Fleetwing she is still fast in the ice saw the schooner ^{Mytton} ~~Newton~~ Booth of San Francisco at 4 am board and got 2 walrus Middle light breeze from the S. East with rain Latter wind ditto weather fine and pleasant at 5 P.M. finished boiling at 7 board and got 6 walrus boiled out 64 walrus which made about 43 barrels. Lot, 67.05. N Long. 170.00 W.

Friday July 4th

Commenced with fine and pleasant weather and a good breeze from the Southward, all sail out. 14 ships in sight Fleetwing still fast in the ice at 1 am board the ~~Angie~~ and went shooting walrus. got 150. weather fine and pleasant weather with a light breeze from the S. East Middle wind at the same. weather thick foggy all hands on the ice skinning walrus. Latter wind from the N.W. weather fine and pleasant weather at 8 P.M. finished skinning the walrus. at 9 P.M. sent the watch below.

Saturday July 5th

Commenced with fine and pleasant weather and a good breeze from the N.W. all sail out, all hands on deck, skinning the walrus blubber. Middle weather fine and pleasant with a light breeze from the N. West ships lying aback, 14 ships in sight. Latter wind and weather ditto. Boat went on board the Bark Northern Light to get some corn for the pigs.
Lat. 67.20 N Long. 170.00 W.

Sunday July 6th

Commenced with fine and pleasant weather and a good breeze from the S. East. at 3 Am finished skinning the blubber and started mincing, and cleared away the works to commence boiling. Middle fine and pleasant weather and calm. at 2 P.M. sent the Boats in walrusing and got 37. the Mate of the Bark John Howland, accidentally shot by the Mate of the Bark Sea Breeze.

Monday July 7th

Commenced with fine and clear weather and calm. Middle board for walrus and mated with the John Howland got 65 apiece. had ours skinned and on board at 4 P.M. at 3 P.M. set in thick fogg, with a strong breeze from the S. East. Latter all hands skinning the blubber finished at 12 P.M. weather foggy with a strong breeze from the S. East.

Tuesday July 8th

Commenced with fine and pleasant weather and a good breeze from the

S. East. commenced boiling stoke the Brigg Trofic Bird of New Bedford. reports having taken 144 Walrus since last we spoke her. Middle, thick fog and calm. Latter fine and pleasant weather and a light breeze from the Westward 7 ships in sight we are still boiling

Wednesday July 9th

Commenced with fine and pleasant weather and calm Middle weather ditto at 7th A.M. loard the Boats but did not get any thing Latter weather foggy. with a very light breeze from the Eastward. ships lying aback with all sail out

Thursday July 10th

Commenced with a fine breeze from the Eastward. weather foggy at 5 A.M. finished boiling took in the light sails Middle strong breeze from the N.E. with thick fog. doubled reefed the fore top sail and furlled the fore sail Latter weather ditto wind from the same quarter but more moderate commenced stowing down in the main hatch at 9 P.M. loard and got 8 walrus. Lat. 67.40 N Long 171.30 W.

Friday July 11th

Commenced with fine and pleasant and a good breeze from the N.E. finished stowing down at 4 A.M. loard and got 49 Walrus Middle weather ditto and a slight breeze from the N.W. at 7 A.M. the Captain loard but he did not get any thing but 2 Walrus. Latter thick fog. and calm. finished flensing.

the Walrus blubber at 11 P.M. the fog cleared up, and there was 13 ships in sight

Saturday July 12th

Commenced with clear weather and a light breeze from the S. East commenced cleaning the Ivory.

Broke out a Keg of Butter

Middle strong breeze from the S. East working to the windward weather clear and cold. Latter a strong breeze from the S. East all sail out weather clear finished washing the Ivory.

Sunday July 13th

Commenced with clear and pleasant and a strong breeze from the S. East, Middle fine and pleasant weather and a light breeze from the S. East. Latter weather ditto wind halled to the N. East, at 7 P.M. started the works.

Monday July 14th

Commenced with fine and pleasant weather and a light breeze from the N. East. Middle fine and pleasant weather with a very strong breeze from the Northward took in the light sails and furlled the main sail finished boiling Latter strong breeze from the N. West with thick and rainy weather furlled the fore sail and jib and doubled reefed the top sails.

Tuesday July 15th

Commenced with thick and rainy weather wind from the same quarter but more moderate ships being a back

Broke out sugar and beef. Middle thick foggy with a strong breeze from the S West. Latter weather thick foggy wind from the same quarter but more moderate shook the reefs out of the top sails and set all of the light sails at 10 PM the fog cleared up and there was 7 ships in sight.

Wednesday July 16th

Commenced with fine and pleasant weather and a light breeze from the S West all sail out. broke out water. Middle thick weather with light rain at 7 land the boats and got 9 walrus. Latter blowing hard from the S East. weather clear worked through some very heavy ice at 10 AM doubled reefed the top sails shot about 70 walrus and had to leave them on account of the swell.

Thursday July 17th

Commenced with clear weather and blowing hard from the S East furled the fore sail Middle still blowing hard from the same quarter furled the jib and close reefed the top sails weather thick foggy. Latter wind and weather ditto ships lying aback under the lee of a pack of ice.

Friday July 18th

Commenced with thick foggy and blowing hard from the S East. ships lying aback under the lee of the ice. Middle weather clear wind from the same quarter but more moderate still by lying aback under the lee of the ice and many walrus on the ice but we are waiting for better weather.

at 4 P.M. picked up Capt. Thomas Williams, and his steamer, they were lost in the fog and had been out all through the gale, one of his men had his feet frozen, the rest were all right at 8 P.M. shot 19 walrus, and saved them by carrying the blubber over the ice weather thick fog

Saturday, July 19th
Commenced with thick fog and a good breeze from the S.E. working to the Westward with the steamer in tow middle thick fog, and a light breeze from the S by East made all sail latter fine and pleasant weather and a very light breeze from the Southward board down and shot 4 walrus.

Lat. 67.58 N Long. 171.30 W

Sunday July 20th
Commenced with fine and pleasant weather with a very light breeze from the Southward 14 ships in sight middle fine and pleasant weather with a light breeze from the S.E. latter weather ditto wind from the same quarter but a strong breeze, latter clear weather and a strong breeze from the S.E. steering to the Northward and westward took in for the Francis Palmer spoke the Bark Thomas Pope, Capt. Adams.

Lat. 69.05 N Long. 171.30 W

Monday July 21st
Commenced with a strong breeze from the S.E. with clear and pleasant weather spoke the Bark Helen Mar Capt. Bauldry, he reports the Palmer having carried away her rudder, at 7 AM

saw the Palmer and sent the steamer aboard of her after having been with us 3 days. 3 ships and one schooner in sight. Middle weather clear and a strong breeze from the S East, doubled the top sails and furled the fore sail. Latter wind the same with thick fogg. Steering E. N. East. Lat. 69 10 N.

Tuesday July 22th

Commenced with a strong breeze from the S East, where on the wind spoke the Bark Mercury. Capt. Hickmott. Middle clear weather and blowing hard from the South took in the main Distant sail and doubled reefed the main top sail. Latter thick wet fogg. and still blowing from the same quarter lost sight the fore top sail and furled the fore sail and fift. saw one schooner and 2 Barks at 6 PM made the ice to the Eastward. wore ship and stood off to the Westward

Wednesday July 23th

Commenced with thick and rainy weather wind from the same quarter but more moderate. shook the reef out of the top sail spoke Capt. Gillies schooner and he reports Capt. Whitney's schooner jammed and gorn off in the ice to the Northward. Middle thick fogg. and a light breeze from the same quarter. Latter weather ditto wind whaled to the N.W. and died out. calin shook the reef out of the fore & main top sails and set the main distant sail. rounded and made 18 Fathoms broke out shooks fore the booper to set up; and broke

small stores saw the land which bore
S. East by compass distance abote 15 miles

Thurs day. July. 24th

Commenced with a light breeze from the
N. E. with light fogg. at 4 am. cleared up
saw the land and found that we were
almost surrounded by ice saw the Bank
Mercury in the ice Middle fine and clear
weather wind from the same quarter at 12
Am called all hands and loard pone
walrus. Leathewind and weather ditto shot
150 Walrus.

Friday July 25th

Commenced with fine and good weather
at 3. Am. wind halled to the S. East and
freshened with thick fogg. at 4 Am got
the last of the walrus aboard. Middle
light breeze from the S by West. with light
fogg. working to the Southward Latter
fine and pleasant weather with a light
breeze from the S East. at 10 P. M.
loard for walrus and got 20, all aboard
flinching

Saturday July 26th

Commenced with fine weather and a
good breeze from the S East, at 2 am.
set in foggy at 8 am. finished the
bluber and commenced pumping water
to stow down Oil in the fore hole. Middle
wind & weather ditto Latter. thick fogg. and
a good breeze from the S. West. stowing
down in the fore hole.

Sunday July 27th

Commenced with clear weather and a light

breeze from the W. S. W. Coopering the Oil
fore the Sea Eagle Tender, at 11 A.M. finished
stowing down. Middle commenced boiling
weather thick fogg. with a light breeze from
the N. by East. Latter wind halled to the
N. East weather thick Lat. 69. 45 N
Long 165. 38 W

Monday July 28th

Commenced with a strong breeze from
the N. East weather thick doubled reefed
the top sails & furlled the fore sail
Middle strong breeze from the N. East, saw
5 ships to the N. East. weather fine and
pleasant, finished boiling laying a
back, Latter wind and weather ditto
made all sail, cooper setting up some
shooks. Lat. 69. 30 N Long 165. 30 W

Tuesday July 29th

Commenced with fine and pleasant
weather and a good breeze from the N.
West, spoke the Bark Hunter Capt
Roman and he reports the death of the
2 Officer on the Brig Propie Bird
steering to the Southward and Westward
Middle thick fogg. wind the same steering
S by West at 10 A.M. made the ice luff
id on the wind heading W. at 1 P.M.
Kept off S. S. West. Sounded and
hade 28 fathoms of water. Latter
wind and weather ditto cleaned the woy
Lat 68. 34 N Long. 170. 20 W

Wednesday July 30th

Commenced with thick fogg. and a
light breeze from the N. West, steering
S. S. West, cooper setting up shoos, at 3
A.M. the fogg cleared Middle fine
and pleasant weather wind more
moderate and halled to the N. East

steaming S. S. West saw a ship to the S. West steering to the N. East, at 12 Am light rain. Latter fine and pleasant weather wind halled to the N. East. broke out water. Lat. 68.15. N.

Thursday July 31th

Commenced with fine and pleasant weather and a light breeze from the S. East, Middle weather ditto wind halled to the N. West and very light. Latter foggy, with light rain wind halled to the S. West Lat. 68.10 N Long. 17.1.30 W.

Friday Aug 1st

Commenced with foggy and light rain wind halled to the Westward and freshened. got 61 Walrus. Middle strong breeze from the Westward with foggy squalls all sail. out ship heading S. S. West. Latter fine and clear weather with a strong breeze from the Westward steering North. Lat. 68.00 N Long. 17.1.30 W.

Saturday Aug 2nd

Commenced with clear weather and a strong breeze from the Westward ship on the wind heading N. N. W. at 2 Am. land and got 9 walrus. Middle wind and weather ditto saw a schooner to windward. Latter fine and pleasant weather and a light breeze from the same quarter.

Lat. 69.12 N Long. 17.00 West.

Sunday Aug 3rd

Commenced with pleasant weather and calm. at 3 Am. a good breeze from the S. East. steering N. W. at 5 Am.

luffed on the wind heading N. N. East stowed down 30 Barrells of Oil and started

the works. at 6. Am furlled the main sail saw a schooner to leeward and heading to the North & Eastward. 2 of the Boat stores sick and off of duty Spencer and George saw a small patch of ice to the N. West. Middle breeze commenced to freshning and at 9 Am. furlled all the light sails and ploubled reefed the top sails furlled the fore sail & jib. coiled down the works at 11 Am.

blowing hard with heavy rain & thick fog. Latter wind halled to the S. S. W. steering E by S. weather clear set the fore sail and jib and main top mast stay sail. at 8 P.M. quite moderate saw a Brigg & schooner

Monday Aug 4th

Commenced with clear weather wind halled to the Westward steering E by East spoke the Bark Thomas, Pope, Capt Adams he reports not having seen the Leagal Tender Middle weather clear wind from the same quarter ship on the wind under reefed top sails Latter wind with weather cloudy with snow squalls. at 6 P.M. made sail and kep off N E by East. and started the works.

Tuesday, Aug 5th

Commenced with fine and pleasant weather and a good breeze from the E. N. East. finished hoiling and trimmed ship. halled up 25 fathoms of chain on the Starboard chain saw 7 ships to anchor in shore and called one of them the Leagal Tender. at 6 Am. the Capt Owens went in shore to get

the news. Middle thick fog and a good breeze from the N.E. ships stiring S.S. W. fore the ships at anchor in 3. or furlled the courses. and the main royal Latter weather and wind ditto at 9 P.M. came to anchor a little to the north ward of Cape Lisbourn in 7 fathoms of water. went on board of the Leagal Tender, and got the mail.

Wednesday Aug 6th
Commenced with thick stormy weather and a strong breeze from the N. West. Cooper busy cooping. Oil fore the Leagal Tender, the mate of the John. Howland. died on the 26 of July just 20 days after he was shot. Middle wind halled to the S. East. and freshened. weather clear. Latter blowing hard from the S. E. with heavy rain broke out 50 barrells of Oil to make out 200 barrells. to ship in the Leagal Tender

Thursday Aug 7th
Commenced with a strong breeze from the S. East and halled to the S. West. at 1 1/2 O'clock A.M. got under way and stired to the N. East to find a better place to put our Oil on board of the Leagal Tender. Cooper busy setting up shooks fore water. weather clear Middle clear weather wind from the same quarter at 9 A.M. came to anchor in 7 fathoms spoke the Bark sea breeze Capt. Barnes Latter got your potatoes from the Leagal Tender and also took the Bark Flotwings the mate went ashore to look fore water wind & weather ditto.

Friday Aug 8th

Commenced with a strong breeze from the S.W. weather clear finished washing the Deck, broke out flour and sugar cooper finished setting up shooks for water. Middle fine and pleasant weather & calm. Latter wind and weather ditto.

Saturday Aug 9th

Commenced with clear weather and a light breeze from the N.E. at 3 A.M. the Legal Tender came along side and we put our line on board 72 bundles.. and we took some Beef and Slops Gumbo and other stores at 5 the sea commenced to get rough so that she had to let go. we carried away our falls to the windlass and our starboard main tope sail brace. at 6 thick snow storm and blowing a good breeze from the N.E. Middle thick snow storm until 12 P.M. and then it turned to rain wind from the same quarter but more moderate. with a heavy swell from the N.E. at 7 P.M. tried to get under way and parted the cable and lost the Anchor and about 5 fathoms of chain. Latter thick and stormy weather wind from the N.E. ship laying to under double reefed tope sails.

Sunday Aug 10th

Commenced with thick and stormy weather wind from the N.E. but more moderate shook out the rags and set the courses and main tope galeont sail working to the Northward. in

in company with the Bark Helen. Mar. Capt. Bantley. Middle wind and weather ditto ship lay ing aback. Latter wind and weather ditto. Beating to the northward

Monday Aug 11th

Commenced with thick fog and rain wind from the N. East. ship on the wind at 4 A.M. keep off W.S.W. Middle wind and weather at 7 took in the light sails and furlled the courses, and halled on the wind heading off shore. at 11 A.M. reefed the top sails at 5 P.M. saw Cape Lisbourn and keep off. E.S. East wind halled to the northward at 6 P.M. loosed the fore sail and shook the reef out of the main top sail and set the degaliant and royal, sturing for point hope. saw the Bark Hunter and Thomas Pope & Eliza. heavy sea running from the N. East. Latter wind and weather ditto at 12 P.M. came to anchor in $9\frac{1}{2}$ fathoms of water.

Tuesday Aug 12th

Commenced with a strong breeze from the northward. weather clear sent the 3rd mate and a boats crew to help the. Legal. Tender work up covered away. the falls to the wind lass and run out 60 fathoms of chane before we could stop it the cooper & carpenter busy repairing it sent down one of the cutting falls and lashed it to the chane and main mast. Middle weather. light rain with a strong breeze from the northward. sent a boat aboard of the C.M. Ward to get some.

same lumber to repair the windlass
 Latter wind the same weather changeable
 at 4 P.M. sent the Starboard watch on
 board of the Legal Tender to help
 haul her along side got her along side
 at 8 $\frac{1}{2}$ P.M. at 9 commenced discharging
 Oil

Wednesday Aug 13th

Commenced with a strong breeze from the
 N by West weather light snow. at 4 A.M.
 finished discharging our Oil and Iron
 having put about 200 barrells and 2
 cask of Iron. and took on board a
 lot of Stores for the Band Vig Capt
 Smithers. at 6 A.M. sent 4 Boats on
 shore to get some wood. Middle wind
 ditto weather clear Latter fine and
 pleasant weather and a good breeze
 from the N.N. West. sent 2 Boats a
 shore for wood. and hove in 30 fathoms
 of the chain.

Thursday Aug 14th

Commenced with fine and pleasant
 weather and a good breeze from the
 N.N. West. saw the Francis Palmer
 to leeward. the watch busy stowing
 away wood. at 7 A.M. got under way at
 stood off shore heading W.N.W. untill
 11 $\frac{1}{2}$ heavy swell from the Northward.
 Middle more moderate weather ditto
 Latter wind and weather ditto Cooper
 Carpenter busy repairing the wind-
 -lass put out the cutting Stages and sent
 up the fall that we had on the spar
 tore down the bunks in the sail room
 and stowed back the sails and
 rigging.

Friday Aug 15th

Commenced with fine and pleasant weather and a strong breeze from the N by West working to the Northward took in all the tight sails saw 8 ships some to windward & some to leeward. Middle wind very unsteady weather clear at 11 A.M. furlled the courses and doubled reefed the top sails laying aback under Cape Lisburns in company with the Bark Fleetwing. Latter blowing strong from the N.N.E. East. weather clear the Bark Fleetwing came and got her potatoes & bags working to the windward under double reefed top sails.

Saturday, Aug 16th

Commenced with clear weather and blowing hard from the N.N.E. stord off shore and saw some sea-ting ice at 4 A.M. set the fore & main sails. Middle wind and weather the same at 9 A.M. took in the fore and main sails saw 2 Barks 1 Brigg 1 Schooner to windward, and 2 Barks to leeward, all working to windward under small sail. Latter still blowing hard from the same quarter weather thick foggy at 8 P.M. elost reefed the fore top sail and furlled the jib at 11 P.M. came to anchor under Cape Lisburns in 14 fathoms. spoke the Hunter and the Thomas Pope, saw the Fleetwing and the Helen Mar to leeward, laying aback.

Sunday Aug 17th

Commenced with clear weather and blowing hard from the N.N. East. the watch busy bending the main Spenceer and sending down the main sail to repair it. Middle weather thick and blowing a gale from the N. East. ships dragging some with 40 fathoms of cable out in 14 fathoms of water. Latter wind and weather ditto at 8 P.M. got under way, & lost reefed the main top sail laying to under the land saw 2 ships off shore standing in under stay sails top sails furled.

Monday Aug 18th

Commenced with clear weather and still blowing hard from the N.N. East lay in under the land under lost reefed top sails Middle wind halled to the N by N. and moderated some weather clear Latter wind and weather ditto shook the reefs out of the top sails and set the courses and flying jib

Tuesday Aug 19.

Commenced with a strong breeze from the N.N. West. weather clear stood into the land and the mate went ashore to look for water but did not find any. Middle wind more moderate and halled to the N. West weather clear and pleasant. at 10 A.M. came to anchor under loose Leisbourn in 13 fathoms of water sent a raft.

ashore fore water. Latter got off 2 rafts of water and stowed it down. the fore hatch weather calm and pleasant

Wednesday Aug 20th

Commenced with fine and pleasant weather and a light breeze from the S. East at 1 A.M. got under way, and steering N. West, set up the lower boat stay, at 3 A.M. steering N. N. East, middle wind halled to the S. West, with thick foggy weather at 8 A.M.

luffed to on the off shore tack heading W. N. West, saw some small ice to the N. West, at 3 A.M. furlled the courses and took in the main top gallant sail coming down of the men fell over board but they got a boat to him in time to save him. Strong breeze from the S. West, at 8 P.M. doubled reefed the top sails stoke the Brigg Tropic Bird at 9 P.M. made all sail and keep off N. N. East, weather fine and pleasant

Thursday Aug 21th

Commenced with fine and pleasant weather and a good breeze from the S. West, steering N. N. East. Middle fine and pleasant weather, wind halled to the Southward steering N. N. East until 12 A.M. then keep off N. by West at 12

A.M. made 8 fathoms of water. Latter wind and weather ditto steering N. N. East at 11 P.M. luffed to on acct of the ice being on the land, at Point Gay saw one ship to the Northward in the ice but could not make out what it was.
 Lat, 69 56 N Long 172, 30 W

Friday Aug 22th

Commenced with fine and pleasant weather and a light breeze from the S. S. West. at 1 A.M. came to anchor in 7 fathoms water about 20 Miles South of icy Cape. Middle fine and pleasant weather and a light breeze from the S. S. W. Latter thick fogg. and calm at 9 P.M. fogg cleared up and a light breeze sprang up from the N. N. W. put all the Barks Stigelants stores aboard of her. 8 ships in sight

Saturday Aug 23th

Commenced with fine and pleasant weather and a good breeze from the N. N. West. Laying at anchor off Point Loy. Middle fine and pleasant weather and a breeze from the the Northward. Latter wind the same weather fine snow.

Sunday Aug 24th

Commenced with fine and pleasant. and a good breeze from the N. by West. Middle fine and pleasant. weather wind halled to the South and Westward. Latter fine and pleasant weather and a good breeze from the S. West sent the mate up the coast to find out how the ice is and where the northern ships are.

Monday Aug 25th

Commenced with fine and pleasant weather and a good breeze from the S. West. at 2 A.M. got underway. on acct of the ice coming in

Middle wind and weather ditto
 Latter wind halled to the W by South
 ships laying attack at 9 P.M. Kept off
 North at 11 P.M. came to anchor in 5
 fathoms weather fine and pleasant

Tuesday, Aug. 26th

Commenced with fine and pleasant
 weather wind halled to the Northward &
 Eastward spoke the Bark Helen
 Mar Capt Bauldry Middle wind &
 weather ditto the Mate got back from the
 northern ships and reports them all right
 but cannot get out Latter weather
 ditto wind halled to the East by North
 at 6 P.M. got under way and worked
 to the Northward at 11 1/2 P.M. came
 to anchor in 5 fathoms and about 20
 Miles South of Ice Cape.

Left 7 A.M.

Wednesday Aug 27th

Commenced with fine and pleasant
 weather and a light breeze from the
 E.N.E. Middle wind halled to the
 Northward weather pleasant. Latter
 fine and pleasant weather and
 a good breeze from the N by East at 8
 P.M. got under way and worked to
 the Northward under top sails and
 fore sail Left 7 A.M.

Thursday Aug 28th

Commenced with fine and pleasant
 weather and a good breeze from the
 N by East at 1 A.M. furled the fore
 sail saw the Bark Vigilant to the
 Northward and seeing ~~many~~ pack of
 ice off shore.

at 2 1/2 Am. came to anchor in 5 fathoms
about 10 miles South of icy Cape and
freshened and halled to the N East
Middle wind the same weather clear
and very cold, and a heavy pack
of ice off shore. Latter fine and pleasant
weather and blowing hard from the
N East. Capt Owens gone to the North
in the schooner Newton Booth.

Lat 70.11 N on Georg.

Friday Aug 29th

Commenced with a strong breeze
from the N East & fine weather
repaired the fore top sail Middle
still blowing hard, from the same
quarter, weather clear at 11 Am. ~~the~~
Capt Owens got back from the northern
ships, exchanged boats with the Bark
Vigilant Capt. Smithers Latter wind
more moderate and halled to the N by
West weather fine and pleasant.

Saturday, Aug 30th.

Commenced with fine and pleasant
weather and a good breeze from the
N by West. ice coming in shore some
and some of the ships ~~decide~~ to get
under way and run to the South ward,
and in shore. Middle wind and weather
ditto Latter wind halled to the N East
and more moderate weather thick
sent a boat ashore fore wood.

Sunday Aug 31th

note

Commenced with fine and clear weather and a good breeze from the N.E. Oscar Bell a green hand. applied to the Capt for his discharge to day. Aug 31th 1877. to ship in the Bark Vigilant to winter in the Artic Ocean. was discharge by Mutual Agreement and paid by Order for hatch up to date also took on Board 3 habits from the Vigilant to work there passage to Indian Point. Middle wind and weather ditto Latter wind halled to the north and more moderate at 5 P.M. got under way and stood of shore steering W.S.W. wind N. at 8 P.M. set in thick fog and lasted untill 11 P.M. thus ends this days work

Monday Sept 1st 1877

Commenced with a light breeze from the north. weather clear and pleasant stowed down some of the Starboard chane. saw 3 ships. W. by S. using Middle fins and clear weather wind from the N by West steering S by East. untill 11 1/2 A.M. then tuffed to on the Port tack and layed untill day light then kept of South saw Cape Leisbourn which bore S.E. by some pass distance 20 Miles Latter wind and weather ditto at 8 P.M. halled on the Wind heading W. by N. spoke the Bark Hunter working to the Westward through the ice broke out small stores and stowed some water in the after hatch which we took from the deck and betwixt decks
Got 29.2. N Long 167.00 1/2

Tuesday Sept 2th

Commenced with fine and pleasant weather and a good breeze from the N.N.W. working to the Westward through the ice Middle wind and weather ditto at 10 A.M. halled aback and layed untill day light Latter wind from the same quarter but more moderate weather thick and snow squalls

Lat. 69.35 N Long. 169.40 W.

Wednesday Sept 3th

Commenced with a light breeze from the North weather thick snow squalls working to the Westward along the ice Middle wind stalled to the N.East. and very light weather thick with snow squalls at 8 A.M. halled aback and layed untill 4 A.M. then kept off along the ice which runs about S.West. Latter wind ditto weather thick steering S.W.

Lat. 69.30 N Long. 171.00 W.

Thursday Sept 4th

Commenced with a light breeze from the N.East steering S.West. weather thick. Middle wind halled from from the N.East to the N. by West. weather thick Latter wind from the same quarter weather clear ship on the Starboard tack heading West by North.

Lat. 69.48 N Long. 174.32 W.

Friday Sept 5th

Commenced with a good breeze from the North and fine and clear weather but very cold.

Middle wind this same, set in thick at 5 1/2 P.M. and lasted untill 9 P.M. Latter weather clear and a strong breeze from the North working to windward all these 24 hours.

Lat. 70.35 N Long. 173.30 W

Saturday Sept 6th

Commenced with a strong breeze from the North, weather clear, working to windward, at 3 A.M. sighted Herald Island, which bore N.West. by compass distance 30 Miles Middle wind and weather ditto at 8 A.M. shortened sail and hauled aback, Latter wind and weather the same, at 10 P.M. made some sail and worked to windward, 11 P.M. sent down the main top galian sail to repair it

Lat. 70.45 N

Sunday Sept 7th

Commenced with a good breeze from the North & clear weather working to windward 16 ships in sight sent in the jib & flying jib and sent out new ones Middle & Latter wind and weather ditto ships lying aback, Lat. 70.45 N Long. 175.00 W

Monday Sept 8th

Commenced with a good breeze from the North ships laying aback under double reefed top sails weather clear sent the main de galian sail aloft, Middle laying aback wind and weather ditto Latter wind & weather ditto at 7 P.M. keep off East at 11 P.M. steering N.E. 1/2 W.

shook the reefs out of the main
top sail and set the fore sail

Lat 69.30 N Long. 174.30 W

Tuesday Sept 9th

Commenced with a strong breeze
from the North & clear weather
bending the fore top mast stay
sail, steering N. N. W. at 5 P.M.
hauled on the wind heading E. N. E.
Middle dobled reefed the top sails
wind and weather ditto at 11.

A.M. made the ice and backed
heading N. W. by W. Latter weather
clear and a strong breeze from
the North. ship's sharp on the
wind heading N. West.

Lat 69.35 N Long. 174.10 W

Wednesday Sept 10th

Commenced with a strong breeze
from the North & clear and
pleasant weather ship's under
double reefed top sails and course
heading E. N. East. spoke the
Bark Sea Breeze Capt. Barnes.
Middle wind and weather ditto.

Latter wind more moderate weather
the same. steering S. S. East shook
the reefs out of the top sails.

spoke the Bark Norman Capt
Campbell Lat 69.33 N Long. 174.10 W

Thursday Sept 11th

Commenced with fine and pleas-
ant weather and a very light
breeze from the North. saw the
Bark Norman with 4 boats down
chasing whale. Middle fine and
pleasant weather wind hauled to.

the S. East. ships laying aback.
Latter wind hauled to the East and
very light weather fine and pleas-
ant. unshaked the cables at the
15. fathom and stowed them down
leaving 15 fathoms on deck for and
of the wind lass.

Lat. 69.39 N Long. 173.15 W

Friday Sept 12th

Commenced with fine and pleas-
ant weather and a very light breeze
from the Eastward. spoke the Bark
Rainbow. Capt Logan. ships laying
aback. Middle and Latter thick fog
and a light breeze from the N.E.
working to windward.

Lat. 69.34 N Long 173.00 W

Saturday Sept 13th

Commenced with fine and pleas-
ant weather and a light breeze
from the N.E. starting S East.
spoke the Bark Progress Capt Lap-
ham. got an anchor from the
Bark John Howland saw 2 Bow-
heads. shortened sail Middle
wind hauled to the N West
weather clear ships laying
aback. Latter wind and weather ditto
at 10 1/2 P.M. hoard the Boats fore
Whales. Lat. 69.33 N Long 173.40 W

Sunday Sept 14th

Commenced with a good breeze from
the N.W. but towards night died out
calm weather fine and pleasant.
Latter fine and pleasant weather
and a good breeze from the North
saw 2 Bow heads. saw the Rainbow Str

Latter fine and pleasant weather
and a good breeze from the North
Lat. 69.32 N Long. 173.45 W.

Monday Sept 15th

Commenced with fine and pleasant
weather and a light breeze from the
N. West. at 14¹/₂ AM hoard for Whales
and tried the Rockett Gun but did
not get fast. Middle weather clear with
a light breeze from the S. S. West.
Latter wind and weather ditto saw 2 whales
Lat. 69.32, N Long. 173.40 W.

Tuesday Sept 16th

Commenced with a strong breeze
from the South and fine and pleasant
weather. saw 4 whales. spoke the Bark
Rainbow. Middle calm ^{and clear} with ~~thick~~ fogg.
Latter thick fogg. and a light breeze
from the N. E.

Lat. 69.40 N Long. 173.20 W.

Wednesday. Sept. 17th

Commenced with a strong breeze from the
N East weather fine and pleasant. at
7 AM took all the light sails in
Middle wind and weather ditto. Ship
laying aback. Latter thick fogg.
and calm. at 11 P.M. breeze from the
S. East. Lat. 69.50. N Long. 173.48 W.

Thursday. Sept 18th

Commenced with fine and pleasant
weather and a good breeze from the
S East had the Boats down after
whales. but did not get fast at 7 AM.
shortened sail Middle wind and
weather ditto. Latter rain and fogg.
wind from the same quarter.

Friday Sept. 19th

Commenced with a strong breeze from the S East. weather clear. Boats down after Whales but did not get fast Middle wind hauled to the Eastward and more moderate weather clear and pleasant and latter wind from the N East. weather fine and pleasant.

Lat. 70.15 N Long. 174.00 W

Saturday Sept 20th

Commenced with fine and pleasant weather and a good breeze from the N East. had the Boats down chasing and the Waist Boate darted but did not get fast. Middle wind from the S East with rain latter wind from the same quarter with thick fogg.

Sunday Sept 21th

Commenced with a good breeze from the S East and thick fogg. at 2 AM. cleared up saw 2 whales board the Boats and the Mate got fast and killed his whale commenced cutting at 7 AM. and finished at 1 PM. Middle fine and pleasant weather wind from the same quarter but more moderate latter wind from the same quarter weather clear. had the Boats down

Monday Sept 22th

Commenced with thick fogg and calm started the works and wore a new cutting fall. Middle weather ditto and light baffin winds latter clear and a light breeze from the North. Lat. 70.40 N Long 173.32 W

Tuesday Sept 23th

Commenced with fine and pleasant weather and a light breeze from the N. East, saw 2 Whales. Middle wind and weather ditto. Latter wind hauled to the E. N. East weather fine and pleasant saw 5 ships to wind ward and 3 of them boiling.

Wednesday Sept 24th

Commenced with fine and pleasant weather and a good breeze from the N. East. at 4 A.M. commenced snowing working to wind ward. Middle wind hauled to the N. West. finished boiling ship working to wind ward weather thick snow storm. Latter wind and weather ditto commenced stowing the Oil down stowing in the fore hatch.

Lat 71.25 N Long. 173.00 West.

Thursday Sept 25th

Commenced with fine and pleasant weather and a good breeze but very unsteady from the North ward. finished stowing down the Whale made 100 Barrells. Middle calm with snow until 3 P.M. then a light breeze from the S. East. Latter strong breeze from the S. East. and fine snow took in all of the light sails. at 11 P.M. doubled reefed the fore top sail and furlled the fore sail.

Lat. 71.22. N

Long. 172.35. West

Friday Sept 26th

Commenced with fine weather and a strong breeze from the S East shook the reefs out of the fore top sail and loosed the fore and main sails. at 1 1/2 A.M. loosed the Boats but did not get fast. saw the Bark. Norman take a whale. Middle blowing hard from the Southward. weather thick at 3 P.M. reefed the top sails and furlled the courses took the Boats up on the upper masts. very heavy sea from the Southward and Westward. latter wind from the same quarter. weather thick. at 11. Boats down weather clear.

Saturday, Sept. 27th

Commenced with clear and very cold weather. wind hauled to the W.N.W. at 5 A.M. Boats down at 6 1/2 took the Boats up and furlled the main sail ship laboring heavy. saw quite a number of whales. but they were all going to windward quite fast ship working to windward under double reefed top sails and fore sail. middle wind from the same quarter but more moderate weather clear and ~~very cold~~ ship working to windward under easy sail. latter wind from the same quarter weather thick snow storm Boats down. saw quite a number of Whales. at 11 P.M. 4 made struck. 12 P.M. calm.

Whales

W

Sunday, Sept 28th

Commenced with calm and thick snow storm at 4 A.M. took the Whale along side at 5 commenced cutting 2 Boats down But did not get fast. Middle strong breeze from the S.W. weather clear at 9 A.M. finished cutting. Latter heavy squall from the S.W. and heavy snow storm. Lat. 71.21 N Long 174.20 W

Monday Sept. 29th

Commenced with thick and squally weather. squalls from the S.W. all sail out beating off of the ice at 4 A.M. shortened sail and started the works. Middle fine and clear weather and a steady breeze from the Southward and Eastward. spoke the Bark Mount. Wollaston Capt Nye. at 11 A.M. calm with thick snow storm at 2 P.M. strong breeze from the N.E. doubled reefed the top sails. Latter strong breeze from the N.East. furled the fore sail weather thick

Lat. 71.22 N Long. 172.20 W

Tuesday Sept 30th

Commenced with strong breeze from the N.East weather clear. very heavy sea from the North. Middle & Latter clear and cold. weather and a good breeze from the N.East.

Wednesday, Oct 1st 1849

Commenced with clear and very cold weather and a good breeze from the N.E.

at 1 A.M. made all sail and kept off
to the Westward at 4 A.M. luffed to
and shortened sail weather clear
Middle strong breeze from the N.E.
weather clear and very cold. at 11
A.M. wind hauled to the Eastward
and moderated and the weather
got a great deal warmer. at 1 P.M.
finished Boiling latter strong from
the same quarter weather clear
commenced stowing down in the fore hatch
Lat. 41.30. N Long. 172.22. W

~~Thursday~~ Oct 2th

Commenced with thick snow storm
and blowing hard from the N.E.
at 1 A.M. clost reefed the fore top
sail and furlled the jib and fore
sail took the Starboard Bow Boate
in at 4 A.M. finished stowing down.
clost reefed the main top sail and
furlled the fore and hove to on the
Port tack under clost reefed main
top sail and fore top mast stay
sail Blowing very hard with
thick snow storm. Middle wind
from the same quarter but a little
more moderate weather clear still
layind to on the Port tack heading
S.E. latter wind hauled to the S.E.
with thick fog.

Friday Oct 3th

Commenced with fine and pleasant
weather and a good breeze from the N.E.
sturing N.E. W. made all sail. at
8 A.M. shortened sail down to double
reefed top sails and hauled on the

W. wind on the starboard, tack heading N.W. by N. Middle wind from the same quarter but blowing quite hard. weather clear and warm. saw the Bark Norman to wind ward. boiling. Latter fine and clear weather and a strong breeze from the N. East and a very heavy sea. at 10 P.M. Boats down. the 2th Mate struck and turned his whale up. Got 7106 M. Long 174.00

Saturday, Oct 4th

Commenced with fine and clear weather and a good breeze from the N. East. at 1 A.M. took the whale along side and commenced cutting and finished 5 1/2 A.M. at 6 A.M. Herald Island bore W.S.W. by compass distance 20 Miles Middle fine and pleasant and a good breeze from the N. East. Latter clear and a light breeze from the N. East. Boats down.

Sunday, Oct 5th

Commenced with light and baffling wind from the Northward & Eastward weather clear at 5 A.M. called the Boat aboard. Spencer one of the Boatstewards refused to break out Water in the night Middle light breeze from the N. East. weather clear and pleasant ship laying aback. Latter fine and pleasant weather and light and baffling wind from the Northward Boats down the 3rd Mate struck and saved his whale at 12 P.M. took

the whale along side

Monday, Oct 6th

Commenced with fine and pleasant weather and light and baffling winds from the Northward & Westward. at 1 A.M. commenced cutting and finished at 5 1/2 A.M. made all sail beating to the windward. Middle wind from the same quarter weather clear until 12 1/2 P.M. then it set in a snow storm. Latter wind hauled to the S.W. with snow. Boats down.

Tuesday Oct 7th

Commenced with a light breeze from thick W. and hauled to the S East and breeze on strong. weather clear and cold. Boats down. at 6 A.M. took the boats up spoke the Bark Rainbow Striddle at 9 A.M. clost reefed the fore top sail and doubled reefed the Main & furlled the fore sail first. Mate standing watch. Latter wind & weather ditto saw a number of whales but it was too rough to have the Boats down.

Wednesday, Oct 8th

Commenced with clear weather and blowing hard from the S East. sea very rough. Middle more mild erat. with hazy weather ship lay ing to under clost reefed fore top sail and double Main & stay sails. Latter wind from the same quarter with thick snow storm set the jib & fore sail shook one reef out of fore top sail.

Thursday, Oct 9th.

Commenced with a strong breeze from the S. East. with thick snow storm saw 2 Whales but too rough to have the Boats down. Middle strong breeze from the same quarter with clear weather furlled the fore sail and jib saw 2 ships to windward working to the Eastward. saw some scattering ice. Latter wind from the same quarter. weather thick snow storm at 7 P.M. picked up a dead whale. at 10 got him along side and commenced cutting. very heavy sea and bad cutting

Friday, Oct 10th.

Commenced with clear weather. wind hauled to the S.W. and made a very bad sea. cutting very bad. had to lash the Bone. in order try to save it. lost about 3 or 4 hundred pounds. finished cutting at 3 A.M. set the jib and and fore sails and wore around on the Starboard tack heading S by East. Middle wind and weather ditto. Latter wind hauled to the S East. and more moderate made all sail except the main Royal and main sail. weather clear at 11 commenced to freshing. took in all the light sails. Lat. 71.05 N Long. 174.00 W.

Saturday Oct 11th

Commenced with clear weather and a strong breeze from the S East at 4 A.M. reefed the fore sails furlled

the jibb and fore sail. Middle still blowing hard. from the same quarter weather clear. at 9 Am. close reefed the main top sail. very heavy sea running latter wind and weather ditto.

Lat. 74° 55' N Long. 172.37 W.

Sunday. Oct. 12th.

Commenced with clear weather and still blowing hard from the same quarter and a very heavy sea.

Middle wind from the same quarter but more moderate. weather clear. sea smooth. set the jibb & Spanker. Latter weather clear. wind from the same quarter but more moderate. shook & reef out of the top sails and set the fore sail at 10 P.M. started the works to boil out the stinker. Lat. 74.09. N Long. 171.35. W.

Monday Oct 13th

Commenced with clear weather wind hauled to the N.N.W. steering S.E. & stoke the Bark. Northern Light. and had the boats down. at 5 Am. made all sail Middle wind and weather ditto at 11 took in all the light sails and doubled reefed the main top sail. Latter wind and weather ditto. at 11. P.M. cooled down the works so that we could carry sail steering S.E. East.

Tuesday Oct. 14th

Commenced with clear weather and a strong breeze from the W.N. West steering S.E. by East. all sail out at 4 Am. spoke the Bark.

Hunter Capt. Homan. he reports ice all to the Southward, at 6 Am. shortened sail and luffed to on the port tack heading N by West. Middle wind from the same quarter but more moderate weather clear sea quite smooth. ships on the Starboard tack laying aback. heading South by West. Latter wind from the same quarter with thick snow storm at day light braced forward, and stood in untill we made the ice then kept off along it steering East by North made all sail Lat 69, 10 N Long, 169, 40. Wednesday Oct 15th

Commenced with clear weather and a strong breeze from the N. W by W. steering East by North along the ice at 5 Am shortened sail and hauled on the wind on the port tack heading N E by N. Middle wind more moderate from the same quarter weather clear and pleasant ships laying aback. Latter wind and weather ditto made all sail steering S E by East. at 10 P. M. saw Point Hope and Cape Thompson. commenced breaking out the fore hole to stow down what Oil we have on deck. Lat. 68. 15 N Long 168. 30 W

Thursday Oct 16th
Commenced with fine and pleasant weather wind hauled to the W S W and a light breeze steering S by E 1/2 East. at 2 Am finished

stowing down the Oil. Middle wind and weather ditto at 8 Am. came up to some ice tacked ships and hauled aback on the port tack heading N.W. took in all the light sails sounded and had 25 fathoms. stoke the Bark. Northern Light Capt. Mullen. Latter clear and calm weather started the works to finish boiling the stinker. Lat. 67.45 N Long. 167.40 W.

Friday Oct 17th

Commenced with clear and calm weather stoke the schooner. Alaska. and put out 3 Matins on board of her to be put on shore at Indian Point. Middle weather clear and pleasant. light breeze sprang up from the S. East and hauled to the S.W. and freshened, cooled down and took in the light sails and hauled aback on the Starboard tack heading S. East at 12 Am. wind hauled back to the S. East ships aback heading N.E. aback. Latter strong breeze from the S.E. with thick snow storm doubled reefed the fore top sail.

Saturday Oct 18th

Commenced with a strong breeze from the S. East with thick snow storm. at 4 Am. furled the fore sail. Middle wind from the same quarter but blowing very hard. weather clear. took in fore sail and fift and elost reefed the fore top

sail latter wind and weather ditto
saw 2 ships to leeward and saw the
land. which bore S.E. by compass.
distance 20 miles.

Lat. 68 04. N Long. 166.58 W

Sunday Oct 19th

Commenced with clear weather
and blowing hard from the S.E.
Middle weather clear. wind more
moderate and hauled to the E. N
East. shook one reef out of the
fore top sail and set the jib
and mizzen top mast stay sail
Latter fine and pleasant weather
wind hauled to the N. East at day
light made all sail at 8 P.M.
came up to the ice, tacked ship head-
ing N by West. as stood on that tack
4 hours. and then tacked heading
E. S. East. Lat. 67.45 N Long. 168.12 W

Monday Oct 20th

Commenced with fine and pleas-
ant weather and a good breeze from
the N. East. steering S. E. by East.
Middle wind and weather ditto
at 7 A.M. shortened sail. steering
S. E. by South 2 ships in sight one
of them Boiling. at 11 luffed to on
the Port tack heading E. by North
on layed untill day light latter
made all sail and kept off South
weather clear up to 11 P.M. then
thick snow squalls blowing a
gale from the north at 12 P.M.
steering S. E. W.

Tuesday Oct. 21th

Commenced with thick stormy weather and blowing a gale from the North all sail out. at 5 Am saw the land and hauled to the S East Middle took in the main top galeant sail and doubled reefed the top sails at 7 saw Fairway rock and kept off S. East. weather clear and blowing very hard from the North saw 2 ships both under close reefed top sails Latter wind and weather ditto at day light made all sail steering S East

No chance for Obs.

Wednesday. Oct 22th

Commenced with fine and clear weather and a strong breeze from the North. steering S. East at 10 Am saw the N. East end of St. Lawrence Island which bore S by East. distance 20 miles hauled up to the S East. started the works. Middle wind and weather ditto steering S. East at 12 Am. S by East. Latter calm and pleasant weather
Lat. 61.50 N Long 169.10 W

Thursday Oct 23th

Commenced with a calm and pleasant weather. stowing in the after hatch at 4 Am. light breeze from the East. steering South Middle wind hauled to the N East weather clear and fine steering South. Latter wind and weather ditto started the tank full of Oil and stowed
Lat. 60.40 N Long 170.45 W

Friday, Oct. 24th

Commenced with fine and pleasant weather and a strong breeze from the North, all hands on deck stowing Oil clost reefed the fore top sail sturing South. Middle wind and weather ditto sturing South sea more rough took in the Royal and main top galian sail. Latter wind and weather ditto sturing South all hand on deck stoving down. Oil sea very rough. Made to luff to so that we could handle the casks on deck at 12 P.M. finished stoving down doubled reefed the main top sail and kepted off our course, and sent the watch below.

Lat. 57° 40' N Long. 172° 10' W

Saturday, Oct. 25th

Commenced with a strong breeze from the North and clear weather steering South, very heavy sea running from the North. ~~Middle~~ wind more moderate made all sail weather clear. finished boiling Latter stowed down. weather clear, and calm, at 11 P.M. light breeze from the N.W. West. at 12 P.M. finished stoving down.

Lat 56° 10' N Long. 171° 35' W

Sunday, Oct. 26th

Commenced with heavy squall from the N.W. doubled reefed, the top sails weather clear. Steering S $\frac{1}{2}$ East.

Middle wind hauled aft with heavy squalls and snow. took in the main sail and jib, steering $S\frac{1}{2}$ East. Latter weather clear. wind more moderate made all sail at 11 a.m.

Lat. 53.35 N Long. 142.30 W

Monday Oct. 27th

Commenced with clear and calm weather at 3 a.m. light air from the S East steering S E. by South $\frac{1}{2}$ South. at 4 a.m. shortened sail down. to double reefed topsails Middle strong breeze from the S. East, with rain. lost reefed the fore topsail Latter weather ditto wind from the same quarter but more moderate shook one reef out of the topsails.

Tuesday Oct 28th

Commenced with rain and foggy weather wind hauled to the N. E. and moderated. Middle wind and weather ditto ships ^{under} double reefed topsails. ~~Weather~~ calm with fine rain and fog. took the Anchors on the bow and took the cutting stage in and sent the crew. hst down. at 11 Light breeze from the S by East. spoke the Bark Northern Light Capt Mellen. shook the reefs out of the topsails.

Wednesday Oct. 29th

Commenced with a light breeze from the S. S. East.

weather fine rain Middle wind
ditto weather clear. took in the
main top gallant sail. Latter
wind from the same quarter weather
clear made all sail.

Lat. 53, 36. N. Long. 172. 00. W.

Thursday. Oct 30th

Commenced with clear and pleas-
ant weather and a good breeze
from the S. E. East. all sail out
at 3 A.M. wind freshened and
hauled to the S. East, with rain
shortened sail down to close reefed
fore top sail and double main
Middle wind and weather ditto
at 10 A.M. wind hauled to the
W. S. W. weather clear. Latter wind
hauled to the S. by W. and more
moderate. weather clear made
all sail at 10 P.M. saw Sequan
Island which bore E. S. East by
Compass distance 25 miles

Friday Oct 31th

Commenced with fine weather
and a strong breeze from the
S. by W. at 3 A.M. took in all
the light sails came through
the 72 Pass at 4 A.M. at 5
doubled reefed the top sails
wind hauled to the S. W. with
heavy squalls and rain steer-
ing E. S. East. at 7 close reefed
the fore top sails and furled
the fore sail steering S. E.
very heavy sea running
from the S. W. ship labouring

very heavy. Middle wing and weather ditto at 10 A.M. parted the jib stay. 12. wind more steady and weather clear at 1. A.M. Kept off E.S. East and set the fore sail. Latter weather rainy wind more moderate made all sail steering E.S. East and out a new jib stay and bent the jib. Lat 54.55 N Long 168.50 W

Saturday, Nov. 1st.

Commenced with heavy squalls from the W.S.W. with rain steering E.S. East. double reefed the fore top sail and furlled all the fore and aft sails at 5 A.M. kept off East. Middle wind and weather ditto steering East all sail out. Latter wind and weather ditto took in the royal, asd. main sails, steering E 1/2 North Lat. 49.30 N Long 163.56 W

Sunday, Nov 2nd.

Commenced with very heavy squalls from the W. with rain and hail steering E 1/2 North at 4. A.M. steering East. Middle wind from the same quarter but more steady and moderate weather clear, steering East. Latter wind quite moderate and hauled to the W.S.W. steering E 1/2 North weather clear and pleasant. made all sail.

Lat. 48.22 N Long 159.45 W.

Monday Nov 3th

Commenced with fine and pleasant weather and a very light breeze from the N.W. steering E $\frac{1}{2}$ N. all sail out Middle calm and clear at 12 strong breeze from the N.N.E. - heaving East took in all the light sails latter wind from the North strong breeze weather clear steering E $\frac{1}{2}$ N. doubled reefed the fore top sail.
 Lat. 47.30 N Long. 137.44 W

Tuesday Nov 4th

Commenced with fine and pleasant weather wing hawl to the N.W. steering E $\frac{1}{2}$ North Middle weather ditto wind hauled to the N.W. steering E $\frac{1}{2}$ N. made all sail. Latter wind and weather ditto steering E $\frac{1}{2}$ N. commenced scraping the bone had to run some of it through hot lye

Lat. 46.24 N Long. 133.34 W

Wednesday Nov 5th

Commenced with fine and pleasant weather and a light breeze from the N.W. steering E by N. scraping bone Middle wind more moderate all hauled to the North steering E by N. North weather pleasant at 12 A.M. wind hauled back to the N.W. again, and did out calm. Latter light breeze from the S.W. weather clear steering E by N.
 Lat. 45.58 N Long. 130.50 W

Thursday, Nov. 6th

Commenced with fine and pleasant weather wind hauled to the S. by East steering E $\frac{1}{2}$ North, finished scraping the bone. Middle wind from the same quarter weather fine and pleasant steering E $\frac{1}{2}$ N. all sail out. (set up ^{at 1 a.m.} the jib stay) at 1 P.M. took in all the light sails and doubled reefed the fore top sail. Latter blowing hands from the South and lost reefed the fore and doubled reefed the main top sails took in the fore and main sails and jib at $\frac{1}{2}$ past 11 lost reefed the main top sail and luffed to the wind on the starboard tack heading E.S.E. very heavy squalls with rain

Friday, Nov 7th

Commenced with very squalls from the South and with rain ships laying to under lost reefed top sails at 1 A.M. took in the fore top sail at 4 A.M. wind hauled to the S.W. and moderated some set the fore top and fore sails and shook one reef out of the main top sail. Middle weather clear, and wind more moderate shook the reefs of the main top sail and set the top galian sail steering E by N.

Latter wind and weather ditto
steering E by N. ditto.

Lat. 44, 30 N Long. 144, 00 W.

Saturday, Nov. 8th.

Commenced with fine and pleasant weather and a good breeze from the Westward. steering East, commenced washing ships at 4 A.M. wind hauled to the S. West, shook the reefs out of the fore top sail and set the fore and aft sails. Middle wind from the same quarter with light rain all sail out steering East.

at 2 P.M. calm with light rain. Latter calm and light rain at 8 P.M. good breeze from the W.N.W. with fine and pleasant weather steering East. washing the boats and the tops of the houses.

Lat. 34, 17, N Long. 139, 30 W.

Sunday, Nov. 9th.

Commenced with fine and pleasant weather and a good breeze from the W.N.W. steering East. Middle wind and weather ditto steering East. Latter wind hauled to the S.W. with rain steering East all sail out.

Monday, Nov. 10th.

Commenced with a good breeze from the S.W. with rain steering East. passed the bone on deck to soak it. Middle wind and weather ditto steering East.

Later wind from the same quarter with rain steering East commenced washing the bone.

Lat 40.01 N Long 131.30 West.

Tuesday Nov 11th

Commenced with a good breeze from the S.W. at 3 Am hauled to the Westward with rain steering E $\frac{1}{2}$ S. at 4 Am. finished washing the bone. close reefed the fore top sail. Middle wind ditto weather clear steering E $\frac{1}{2}$ South.

Later wind and weather ditto steering East $\frac{1}{2}$ S. took the bone on deck to dry.

Lat. 39.20 N. Long 129.00 West

Wednesday. Nov 12th

Commenced with a strong breeze from the W. with rain squalls. steering E $\frac{1}{2}$ S. Middle wind from the same quarter but more moderate weather fine and pleasant. steering E $\frac{1}{2}$ South. Later wind hauled to the N.W. with rain made all sail steering E $\frac{1}{2}$ South washing ships

Lat. 38.20 N Long 128.45 West

Thursday Nov 12th

Commenced with a light breeze from the N.W. weather clear steering E by N. at 8 Am. wind hauled to the west. Middle wind and weather ditto steering E by N.

Letter wind hauled to the Southward with rain and thick weather steering East by North

No. Obs.

Friday Nov 4th

Commenced with a light breeze from the South and hauled to the S.W. with rain steering E by N. hauled up the chains and bent them and got the Starboard anchor off of the Bow, spoke a schooner and got a paper. Middle wind and weather ditto steering S E by S $\frac{1}{2}$ S at 10 A.M. saw point Ray, S light which bore East by compass distance 12 miles, hauled to S.E. East wind light with rain Letter wind and weather ditto steering S.E. East and several other courses.

Saturday Nov 13th

Commenced with a light breeze from the South by East and hauled to the Westward steering to the Northward and Eastward a S.A.M. saw Point Rays which bore N. by by compass distance 7 miles steering N.E. by N at 6 A.M. took the tug Boat Niagara and towed in and came to anchor of the Mail clock. Capt went on shore, 35 fathoms of chain out thus ends this voyage sea acct. (came to anchor at $\frac{1}{4}$ of 9 A.M.)

Belvedere Engine Room

Engine Room Steam Ship Belvedere,

August 17th 1880

- Aug 17 The Steamer takes her departure from New Bedford, Massachusetts at 9 A.M., Steamed clear of the Land and stopped the Engine at 4 P.M. pressure of Steam used, 40 lbs. the square inch Vacuum, 22 inches, heat of water delivered in the boiler, 140° "fah" -
- Aug 18. Weather fine, the Pilot Boat No. 8. of New York, happened close by & the Captain and two of the Pilots came on board. They admired the Belvedere very much.
- Aug 19. Nice Breeze all day, Weather fine
- Friday 20, Weather fine no Steam.
- Sat. 21, The overboard Valve, of the Circulating pump, leaks some and could not be stopped with the Valve, put Blind flange in the joint - on Circ pump at 11 o'clock - A.M. stopped the water of coming in the Boat
- Sunday 22. 5 P.M. The first Sunday of the Belvedere at sea, the weather was nice and warm all day, nice breeze
- Aug 23 The weather has been fine all day, winds fair
- Aug 24 The weather has been fine all day, The Bt Minerva came to close by at noon. The First Officer came on board. She was homeward bound.

Aug 25-1880 The Steamer Belvedere under sail all day. The weather fine & clear, about 6 knots breeze work going on in the Engine Room, covering the Boilers,

Aug 26 Work going on in the Engine Room, covering the Boilers, the weather has been squally all day, with rain showers, in company with clipper Merchant Bark, the Belvedere leaves him astern.

Aug 27 Weather has been fine all day. 4 Merchant vessels in sight at 5 P.M. - Work going on in the Engineer's department covering the ^{main} Boilers.

Aug 28 7 P.M. the weather has been fine all day no Whales to be seen, work going on in the Engine Department, General Clean up - one Bark in sight this evening at Sundown.

Aug 29, Sunday August 29th
The Steamer Belvedere has been in a Calm all day - the weather has been quite warm - 2 vessels in sight at 12 noon.

Aug 30, Weather has been fine all day work going on in Engine Room, covering main Boiler.

Aug 31 Tuesday Aug 31st 7 o'clock P.M. - Steamer Belvedere has been under sail all day, Strong Breeze, weather dry, no Whales to be seen work going on in the Engine Room - covering of Steam Pipe and other pipes.

(Supply)

September first 1880

- Sept 1 The weather has been fine all day, light breeze and no Whales to be seen. No Ships in sight to day. Work going on in Engine Room, covering Steam Pipe
- Sept 2 No Whales has been seen today. The weather has been fine work going on in Engine Room, covering Steam pipe
- Sept 3 The weather has been fine all day. No Whales to be seen, no vessels in sight.
- Sept 4 Saturday, The weather has been calm all day. No Steam, no Whales no vessels in sight.
- Sept 5 Sunday Sept 5th, 9 P.M., the weather has been damp all day. Strong breezes with showers by times.
- Sept 6 Work going on in Engine room. Fly Wheel of Circulating Pump. There has been strong breezes all day. weather dry, no whales to be seen. no vessels in sight.
- Sept 7 No Whales to be seen. one Bark in sight. The weather moderate.
- Sept 8 No Whales has been seen today. one merchant ship has been in sight. The weather has been moderate. Donkey Boiler has been painted today.

September 9th 1880

Sept 9th Work going on in Engine room, putting Iron
round the Coal Bunkers
The weather has been fine to day,
No Whales to be seen to day,
10th

7 P.M. weather fine no Whales has been
seen to day - no Vapels has been seen
works going on in the Engine room
graining Round the Boiler

11th The weather has been fine all day
Strong breeze no Whales to be seen
no Steam work going on in Engine
room, Painting,

12th Sunday Sept 12th & P.M.
The weather has been fine all day
No Whales to be seen, no Ships
to be seen -

13th Work going on in Engine room -
Painting, no vessel in sight - no Whales
to be seen the weather has been Squally all day

14th at 10 A.M. Arthur J. Erskine fireman
was sent on deck for abusing the
2^d Engineer, and using abusive
language in the fire room W. H. Beattie
7 P.M. No Whales has been seen to day,
Strong breezes all day

15th The weather has been fine all day
No Whales to be seen,
one Bark in sight

September 16th 1880

Sep. 16th The weather has been fine all day
Strong breeze, The Belvedere run one
mile in four minutes this forenoon

" 17th No Whales has been seen today, the
weather has been fine, no steam

" 18th The weather has been fine all day, four
merchantsman in sight, No Whales
to be seen, Saturday night, 8 P.M.

" 19 Sunday September 19th 1880
The weather has been fine all day, no
Whales has been seen, no vessels
has been seen,

" 20th Strong breeze all day, weather dry
no Whales has been seen.

" 21st Strong breezes all day weather dry,
no Whales has been seen, no ships
has been seen.

" 22^d The weather has been fine all day,
Land in sight. Island of St Vincent
one vessel in sight.

" 23^d The weather has been fine all day
with strong breezes No whales has been
(seen

" 24th Had Steam up on donkey ^{Boiler &} Engine, this
forenoon to turn the Engine in case
she might stick fast, The weather has
been fine all day one Bark has
been in sight

Steam
Donkey

" 25th Weather has been fine all day
No Whales to be seen, No ships in sight

September 26th Sunday Night, 7 PM.

One Whale has been Saw today, at 11 AM -
from the Mast top, the weather has been
very fine all day. Very Warm with light
(Breeze)

" 27th The weather has been very warm all day
winds light - no whales has been seen

" 28 Steam 14 hours in the Colstrum, Pressure
of Steam used 50 lbs, turns of Engine 72 per
Steam
main
Boiler } minute, Vacuum 26 inches, heat of Water
delivered in Boiler 140 degrees,

" 29th Steam 20 hours, pressure of Steam used
50 lbs, Revolutions of Engine, Steam following
Piston 6 inches, Vacuum 26 in Engine makes
Steam
main
Boiler } 72 revolutions per minute all day

" 30th This morning at 8 AM the fireman going to clean
tubes, started the nut on the Connecting door
and the Standing bolt blowed out with 10 lbs
Steam, had to run the water out of Boiler and
(Put in new Bolt)

Oct 1st The weather has been fine all day, no Steam,
7 or 8 Vessels, has been in sight all day,

Oct 2nd The weather has been fine all day, no
Whales has been seen Working in the Engine
room, bolting the tube sheets Condensor
with top bolts,

Oct 3rd Sunday Oct 3rd 1860, The weather has been fine
all day. no whales has been seen, one vessel
astern all day

Oct 4th Tube was taken out of Condensor today, split
from end to end no whales has been
seen today weather has been fine all
day

Copy of Steam Log of Belvedere

October 5th 1880

Oct. 5th Steam was got up on Donkey ^{Boiler & Engine} this morning, by order of the Captain the Engine was not set to work at all in account of Black fish that was around the Ship, only got one. The weather has been fine all day. Light Breeze.

Oct. 6th No Steam to day, the weather has been fine & dry, all day, Light breeze, No ^{Whales} has been seen to day, no Ship's ~~Steam~~

Oct. 7th Crossed the Line this forenoon from North Atlantic Ocean to South Atlantic Ocean. Saw one Bark Belvedere left her astern with the same light winds and making the same Course.

Oct. 8th Paint - The weather has been fine all day, work going on in the Engine department. Painting Smokestack,

Oct. 9th Saturday Evening 7 PM The weather has been fine all day. No Whales has ~~been~~ there appearance to day. South East ^{Wind} ~~Wind~~

Oct. 10th The weather has been fine all day. No Whales has been seen ~~at~~ ^{at} East Trade winds, day.

Oct. 11th Strong S.E. Trades all day. No Whales has been seen, the weather has been quite warm under the Sun at 2 PM.

Oct. 12th Weather fine all day. No Steam, No Whales has been seen, 2 or 3 Vespers this afternoon, one Steamer, at 9 o'clock this evening was seen.

October 13th 1880 -

Oct 13th The weather has been fine all day -
 Shay the 2^d Engineer, has been sent to
 his room, for calling the fireman a liar
 and a New York Bummer, without any reason

Oct 14th Both Shay & the fireman has been on deck
 all day - because they will not quit quar-
 relling in the Engine room,

Oct 15th No Whales has been seen to day, one ship in
 sight, all day, said to be English man of War
 the Belvedere beats her sailing?

Oct 16th Belvedere out sails another Bark to day
 running the same course with the same
 winds

Oct 17th Sunday Evening Oct 17th 7 P.M.
 The weather has been fine all day - light-
 breeze & warm -

Oct 18th The weather has been squally all day,
 rain storm in the afternoon, no whales has
 been seen to day

Oct 19th One whale has been seen this afternoon
 at 4. said to be a hump back, weather
 has been fine all day - winds light

Oct 20th No Whales has been seen to day, the
 weather has been fine and the rooms
 light, work going on in the Engine Room -
 putting new valves in the Air Pump

Oct 21st Steamer Belvedere, 23 degrees South of the
 Equinoctial Line, the weather has been fine
 all day - winds light, quite warm - saw
 hump back Whale,

Oct 22^d / 1880

Oct 22^d No Whales has been seen to day, work going on in Engine Room, Stowing pig Iron and the Shaft, out of the run,

Oct 23^d Weather has been squally all day, no Whales has been seen no Ships in sight,
Saturday Evening 7 P.M.

Oct 24 Sunday Oct 24th 8 P.M. - There has been a strong Blow all day with rain squalls "it is now moderate,

Oct 25th The weather has been fine all day, no Whales has been seen, one Brig in sight - all day, 7 P.M.

Oct 26th The weather has been fine all day, one Brig has been in sight all day no Whales has been seen

Oct 28th Strong Breeze all day. Some Whale has been seen late this Evening said to be Finbacks, ✓

Oct 29th The weather has been fine all day, light winds, ✓ some Finback Whales has been round. had the Steam Chest cover off the Engine, setting her main Valve,

Oct 30th Saturday Evening October 30th 7 P.M. The weather has been moderate all day, light winds and quite warm, work going on in the Engine room - Clearing up for Sunday, No Spinn Whales has been seen to day

Oct 31st Sunday Oct 31st / 1880 7 P.M. Heavy Blow has been today between 10 and one o'clock in the fore noon, it moderated at 2 P.M. - it has been quite a storm,

November 1st 1880.

- Nov 1 The Weather has been dry, with strong breeze all day. Some Ships has been seen, some Finback. Whales has been seen also.
- Nov 2^d The Weather has been very stormy all day. Strong winds has prevailed all the afternoon 7.30 P.M. it seemed to blow on harder, the Ship is lagging too and it looks like a heavy Blow.
- Nov 3^d It has been a heavy Blow all day. The Belvedere has been laying too up to forenoon. P.M. it is now 8 P.M. the weather is moderate.
- Nov 4th The Weather has been moderate all day. No Whales has been seen, no Ships has been seen. Put Chains on the Boilers to day so she cannot get adrift, the heavy Blow yesterday made her some loose in her beds.
- Nov 5th Steamed Main Engine, 14 hours, pressure of Steam used. 30 lbs to square inch - Vacuum 25 in Turns of Engine 78 per minute, cutting of Steam at 6 in of the stroke, circulating pump would not circulate, had to use the Jet.
- Nov 6th Steamed 9 hours, the same pressure of Steam Vacuum same the same evolution.
- Nov 7th Sunday Evening November 7th 7.30 P.M. The weather has been raining all day. No Steam, No Whales has been seen. No Ships has been seen.

(Coppers of Steam Log of H. T. Belveder)

November 8th 1880

- Nov 8. No Steam to day, work going on in the Engine room overhauling the Circulating Pump, the weather has been foggy all day with light winds. No Whales has been seen, no Ships has been seen
- Nov 9 No Steam has been used to day the weather has been fine and day, with moderate breeze No Whales has been seen, no Ships has been seen
- Nov 10th No Steam to day the weather has been fine strong breeze in the forenoon almost calm in the afternoon two Humpback Whales has been seen this evening 5 P.M.
- Nov 11th No Steam to day, the weather has been very fine, Boats has all been lowered early this morning for Humpback Whales got none, gam of Finbacks has been seen at noon
- Nov 12th No Steam to day - the weather has been fine and warm, No Whales has been reported, no Ships seen
- Nov 13th No Steam to day, Land has been seen about 20 miles off, the weather has been favorable, no Whales has been seen, no Ships has been seen
- Nov 14th Sunday Evening Nov 14th 7 P.M.
The weather has been dry and cold with strong breeze, two Whales has been seen in the forenoon said to be Finbacks whale
No Steam to day, No Ships seen

November 15th 1880

Nov 15th No Steam to day, the weather has been very stormy all day till about 4 P.M. it commenced to moderate. There has been strong winds with heavy sea running one Brig or Bark has been seen. No Whales has been reported seen.

Nov 16th No Steam to day, the weather has been quite stormy, with hail squalls. No Whales has been reported. No Ships reported seen to day.

Nov 17th No Steam to day, the weather has been fine all day. Light winds, but cold. No Ships has been seen. No Whales has been reported shot & none up to day.

Nov 18th No Steam to day, Weather has been extra fine, with light breezes all day. 3 Boats has been lowered at 4 P.M. for Humpback Whales, did not strike. Sine no Ships seen to day.

Nov 19th 7.30 P.M. No Steam to day, the weather has been fine and dry, no whales seen, no ships seen, light winds all day.

Nov 20th No Steam to day, the weather has been fine and dry all day. Strong breezes in the forenoon, light in the afternoon one ship has been seen. Some Whales seen seem to be humpbacks - ✓

Nov 21st Sunday Evening November 21st 7.30 P.M. No Steam to day, the weather has been fine with light breezes, some humpback Whales has been seen, no ships has been reported.

(Copy of Steam Log of Str Belvedere)

November 22^d 1880.

Nov 22 The weather has been fine all day, winds very light, one Brig in sight, one Whale has been reported to turn Flukes about 3 miles off late this afternoon,

Nov 23^d The weather has been fine all day, winds light, No Whales has been reported seen, A Brig has been seen this morning early

Nov 24th No Steam to day, the weather has been very fine all day. The English Steam Ship named the Patagonia Past Close by give us some London and Liverpool Papers, and some Books, No Whales, has been reported seen to day

Nov 25th No Steam to day, the weather has been dry all day with strong Breeze No whales has been reported seen, No Ships seen, 9.30 P.M.

Nov 26th No Steam to day - the weather has been quite stormy all day, No Ships has been seen. No Whales has been reported,

Nov 27. No Steam to day, the weather has been very stormy, it is now moderate, time 7.30 P.M. one ship has been seen to day - No Whales has been reported seen to day

Steam Ship Belvedere, Engine Room
Nov 28th Sunday Evening November 28th 5 P.M.
Light fires in main Boilers at 4.50 P.M. Engine Start, 7.30 P.M. - Engine run 9 hours and 30 minutes
Turns of Engine Average 78, Pressure of Steam 58 lbs, vacuum 23 inch steam following piston 5 inches, temperature of water delivered in Boiler not less than 100 degrees,

Steam Main Boilers

November 29th 1880, & December 1st 1880.

Nov 29th Steam main Boilers 7 hours, the same capacity, as mentioned in list of 28th. weather has been squally all day - it blows so hard to steam against laying under bank fire all day -

Nov 30th Laying under bank fire all day, off Cape Horn, the weather is stormy. heavy blow all the afternoon, and heavy sea running
Nov 30 - 7. PM

Dec 1st December 1st 1880. 7. 20. P.M.
Lay under bank fires all day. the weather has been quite rough all day, one large ship in sight, off Cape Horn,

Dec 2^d Off Cape Horn, Steam 5 hours, rest of the time has laid under bank fires, the weather has been stormy all day. Two ships in sight late this Evening running before the wind
(time 7-5 P.M.)

Dec 3^d Steam 6 hours off Cape Horn, pressure of steam used 57 lbs, vacuum 25 inches revolutions of Engine 92 per minute steam follows piston $7\frac{1}{2}$ inches, heat of water 100 degrees

Dec 4th Steam Main Engine 6 hours 50. Pressure of steam used 55 lbs, vacuum 25 inches steam follows piston 6 inches Engine make 84 revolutions

Dec 5th Sunday Evening Dec 5th 7. 1 PM
Steam 10 hours, Strong breeze all day, pressure of steam used, 55 lbs, vacuum 25. Steam follows piston 6 inches. make 80 revolutions per minute,

(Copy of Steam Log of Steamer Belvedere)

December 6th 1880,

Dec 6th No Steam today, Laid under bank fire, the weather has been very rough all day - heavy blow with hail squalls,
(Time 6.30 P.M.)

Dec 7th Steam 18 hours, weather has been calm.
 amount of coal used up to this date 418 cubic feet
 Pressure of Steam used 55 lbs. Vacuum 25 inches, Steam follows Piston 6 inches
 She does make 84 Revolutions per minute

Dec 8th Steam 9 hours, pressure of Steam 55 lbs to the Square inch, Vacuum 25 or Steam follows Piston 6 inch of the Stroke, she make 84 revolutions per minute, Clear of Cape Horn.
(to night)

Dec 9th No Steam today, Laid under bank fire all day, weather has been squally, two ships was reported seen to day no Whales has been reported seen to day

Dec 10th
 Steam 7 hours, Pressure of Steam used 55 lbs to the Square inch Vacuum 25 inches, Engine make 84 revolutions per minute, Steam follows Piston 6 inches of the Stroke, heat of water delivered in Boiler 130 deg.

Dec 11th Steam or amount of hours the Engine was getting around Cape Horn, 72 hours, 30 minutes the main Engine was, the fire was lighted up. Nov 28th at 4 P.M. - let go out this 11th Evening of December at 6 o'clock P.M. we are now to the North of Magellan's Straits in the Pacific (Side of the Continent)

Dec 12th Sunday Evening December 12th 8.10 P.M.
 No Steam today, the weather has been quite rough, strong breeze with rain squalls. No ships has been seen -

Fire has not been out in 12 main Piston since 28th of Nov. at 6 P.M.

December 13th / 1880.

Dec 13th No Steam to day, weather has been fine, and dry all day, with fair winds, Belvedere is said to have run 8 knots per hour all day time 6.30 P.M.

Dec 14th No Steam to day, the weather has been fine with moderate breeze fair wind and dry, no ships has been seen to day. Some finback whales been reported, present time, 7 P.M.

Dec 15th No Steam to day, the weather has been fine and dry with strong breeze, two ships was reported seen this morning, some finback whales has been reported seen, time 7.30 P.M.

Dec 16th No Steam to day, the weather has been foggy all day with fair, moderate breeze, the Belvedere is said to have run 9 knots per hour all day. No ships has been seen, No Whales has been seen.

Dec 17th Four months out of New Bedford and have not got in Whales yet, no Steam to day, the Island of Mapafura is in sight this Evening one ship is in sight no Whales has been reported seen to day - time at present, 6.40 P.M.

Dec 18th No Steam to day, the Beats was sent fishing along the Island this afternoon, got a good lot of fish. the weather has been fine and dry all day, one ship has been seen, present time, 8 P.M.

Dec 19th Sunday Evening December, 19th 6.30 P.M.
No Steam to day. the weather has been fine all day, with light winds, No Whales has been seen. No ships reported seen, Mapafura Island still in sight, 40 miles off.

December 20th 1880

Dec 20th No Steam to day, the weather has been almost calm all day, one Sulphur bottom Whale has been reported seen at noon, 12 o'clock No ships has been reported seen to day,

Dec 21st No Steam to day, the weather has been very fine all day, Some Whales has been seen said to be Finbacks. No ships has been seen - time at present, 7.40 P.M.

Dec 22^d No Steam to day, no Whales has been seen the Whale ship Napoleon of New Bedford close by, the Mate is now on board of the Belvidere, time at present, 7 P.M.

Dec 23^d No Steam to day, Some whale has been reported seen, said to be Finback, the Bark Napoleon is still in sight, the Island called Mapafusa is in sight, time at present 6.30 P.M.

Dec 24th No Steam to day, the weather has been very fine all day the Island of Mapafusa is still in sight, Bark Napoleon in sight, no Whales has been seen to day,

Dec 25th No Steam to day, the Bark Napoleon close by - the Capt of the Napoleon and his Lady spent part of the afternoon on board the Belvidere, the Island of Mapafusa is in sight one Merchant Bark was in sight at 12 noon (present time 8 30 P.M.)

Dec 26th Sunday Evening December 26th 6.30 P.M.
No Steam to day, the weather has been very fine all day, the Bark Napoleon in sight all day, no Whales has been reported seen

December 27th 1880 & January 1881 -

Dec 27th No Steam to day, the weather has been very fine all day, no Whales has been reported seen. The Bark Napoleon has been, in sight all day. Other Ships reported in sight. Present time, 6:35 P.M.

Dec 28th No Steam to day, the weather has been fine all day. No Ships has been reported seen, no Whales has been reported seen, time at present 6:15 P.M.

Dec 29th No Steam to day, one Bark has been in sight all day. The weather has been fine all day, with strong breezes. No Whales has been reported, time 6:30 P.M.

Dec 30th No Steam to day, the weather has been fine all day with strong breezes, no Whales has been reported seen, the Whale Bark Napoleon in sight all day, the Island in sight, time 7 P.M.

Dec 31st New Year Eve No Steam to day, the weather has been fine all day, the Whale Bark Napoleon is close by, her Masts are broad of us, at present no Whales has been seen to day, one Steamer seen in the forenoon, time 6:10 P.M.

Jan 1st No Steam today, the weather has been fine with strong breezes all day, no Ships has been seen, no Whales has been seen, Island Mapasura in sight. Time 6:30 P.M.

Jan 2nd Sunday January 2nd 1881 - 7 o'clock P.M.
No Steam to day, no Whales has been seen, Belvedere has been laying off & on at the Islands of Juan Hernandez, all the afternoon, the Boats have gone fishing, did not yet return. Mr Robinson sees the Island, "South Sea".

January 3^d 1881 -

Jan 3^d Fire Started at 5.30. A.M., the Ship has been under slow steam all day up to 7. P.M. getting water at the Island of Juan Fernandez. No Whales have been reported to day, I was to see the Cave of Robinson Crusoe on the Island.

Jan 4th Engine run 18 hours, at it slow rate, getting wood and water at the Island of Juan Fernandez, no Whales seen to day - laid under banks fire at present time, 8.40 P.M.

Jan 5th Steam Main Engine, 6 hours, slow steam, at the Island of Juan Fernandez. Engine stop 11.30. A.M., Boiler blown off and washed out this afternoon, No Whales has been reported seen to day, takes 59 bbs water for main.

Jan 6th Boiler, "filled the Boiler with Fresh water. There has been no steam to day, No Whales reported seen, Food & Vapels has been in sight this afternoon.

Jan 7th No Steam to day, No Whales has been reported seen, no ships reported, the weather has been fine all day, with moderate breeze time 6.45 p.

Jan 8th No Steam to day, the weather has been fine with strong Trade Winds - No Whales has been reported seen, No Whales reported seen, Saturday Evening January 8th 8. P.M.

Jan 9th Sunday Evening January 9th 7 P.M. No Steam to day, the weather has been fine and dry and warm with light breezes, no Whales has been reported no ships reported seen to day.

Jan 10th No Steam to day - has been working on the main Engine all day, the weather has been fine all - most calm - No Whales has been reported, No ships reported seen, time 6.30 P.M.

January 11th 1881.

Jan. 11th No Steam to day. No Whales has been reported seen. No Ships reported seen, the weather has been very fine all day. Time 6.30 P.M.

Jan 12th Nothing worth of writing to day, the same old story, No Whales seen, no Ships seen, the weather has been very fine, winds light time 7.30 P.M.

Jan 13th Same old story, No Steam, No Whales seen, no Ships seen the weather has been almost calm and quite warm. Time 6.30 P.M.

Jan 14 Same old story, No Whales, no Ships seen, No Steam, the weather has been quite warm with light winds. Time 7.15 P.M.

Jan 15th No Steam to day no Whales seen, no Ships seen. No Porpoise seen, the weather has been fine all day, time at present 7.35 P.M.

Jan 16th Sunday Evening January 16th 1881 -
No Steam to day, the weather has been very warm all day with light winds. No Whales has been reported seen. No Ships seen. Time 6.45

Jan 17th No Steam to day no Whales seen, ice white water reported off the starboard bow, about 4 miles off at 4 P.M. no Ships seen to day. (Time 7 P.M.)

Jan 18th No Steam to day, the weather has been very fine all day. Light Trade winds. No Whales seen, no Ships reported seen, present time 6.40 P.M.

Jan 19th Same old story, No Steam, No Whales, No Ships, the weather has been very fine all day with a moderate breeze and warm. Time at present 7.5 P.M.

January 20th 1881-

Jan 20th Three of the Boats was lowered this forenoon for Blackfish, at 10 AM - did not get any. No Whales has been reported seen to day - Present time 7.30 P.M.

Jan 21st No Steam today, the weather has been very fine. There has been no whales seen, no ships seen, time at present. 8 P.M.

Jan 22^d The same old story, No Whales seen, no ships seen, no steam, the weather has been fine and warm, with strong trade winds. time at present 7.30 P.M.

Jan 23^d Sunday Evening January 23^d 7 P.M. - There has been no steam to day, No Whales reported seen, no ships seen, the weather has been very fine with strong breezes, time at present, 7 P.M.

Jan 24th Monday Evening January 24th 7 P.M. I have not got much worth of writing this evening, only the weather has been very fine all day with strong breezes and warm

Jan 25th The weather has been very fine all day. No Whales has been reported, no ships seen, time 7.30 P.M.

Jan 26th Little worth of writing, no Whales has been seen. time at present 7.30 P.M.

Jan 27th Nothing worth of writing this Evening. no Whales has been reported seen, no ships seen, time at present 7-10 P.M.

Jan 28th This is one of the days that has run around slow, there has been very little going on on board to day, No Whales reported. time 6.30 P.M.

Saturday Evening is now at hand with the
Jan. 29th same old story, No Whales has been seen
to day - no ships seen present time 6.30 P.M.

Jan. 30th "Sunday Evening," January 30th 7. P.M.
✓ Gam of Sperm Whales was saw at 12.30 P.M.
4 Boats been lowered, first mate and 2^d mate
each got a whale said to be about 50 bbls. Each
weather has been very fine, time 7.30 P.M.

Jan. 31st ✓ The first whale has been cut in on Belvedere to
day - the dorky work well, ~~the~~ it took
about 6 hours to cut the two whale. the
weather has been fine time 7.30 P.M.

Feb 1st Tuesday, February 1st 7. P.M. - no Whales has
been reported seen to day no ships seen
the trywork's has been going all day. No Steam
used to day,

Feb 2^d, Steam Main Boiler 6 hours, after Sperm Whales
✓ one whale was taken about 50 bbl whale, the
weather has been very fine all day no ships
has been seen. time 7.30 P.M.

Feb 3^d No Steam on main Boiler to day - Whales
Steam on } has been seen in the afternoon, at 4.30 P.M.
Dorky } they were up to windward, and it was late
cutting } in the day, present time 7.30 P.M.

Feb 4th No Steam to day, no whales has been reported seen
no ships seen. present time, 7.30 P.M.

Feb 5th No Steam to day, no Whales has been reported
seen, the weather has been very fine all day
Saturday Evening February 5th 7. P.M.

(Copy of Steam Log of Steamer Belvedere)

Sunday Evening February 6th 7.15 P.M.

Feb 6th Fire Start this morning 8.45 A.M. Engine
 Steam } Start 10.15 A.M. following up Whale, got ✓
 Main } one Sperm Whale, Steam Main Boiloz
 Boiloz } 7 hours 30 minutes pressure of Steam used
 50 lbs to square inch, Vacuum 24 inches
 Engine make 84 revolutions, Steam following
 6 inches of Stroke.

Feb 7th Steam main Boiloz 9 hours, Donkey Boiloz
 Steam } Steam 4 hours Cut in one Whale with the
 Main } Donkey - pressure of Steam used in main
 Boiloz } 50 lbs to the square inch time 7.40.

Feb 8th No Steam to day, layed under under bank fire
 "all day", Whales has been reported once in the
 forenoon, weather has been very warm all day,
 (present time 7.30 P.M.)

Feb 9th Main Engine run 20 hours, pressure of Steam used
 Steam } 50 lbs to the square inch, Steam following Piston
 Main } 6 inches of the stroke, She makes 84 revolution-
 Engine } us, Vacuum 25 inches, temperature of water
 delivered in the Boiloz 120 degrees Fahrenheit

Feb 10th Steam Main Engine 11 hours, pressure of Steam
 Steam } used, 50 lbs to the square inch, Vacuum 25 inch
 Main } Steam follows Piston 6 inch She makes 84 revolutions
 Boiloz } (time of present 6.45 P.M.)

Feb 11th No Steam to day, weather fine, no whales
 seen to day, weather fine, time 6.15 P.M.

Feb 12th No Steam to day, no whales reported seen
 the weather has been fine. Saturday Eve. Feb 12th
 (6.1 P.M.)

Feb 13th Sunday Evening Feb 13th 1881. time 7.50 P.M.
 No Steam to day, the weather has been
 very fine to day. with strong breezes
 no whales has been reported seen to day

Feb

Feb

Feb 18

Feb 19th

Ship

Steam

us

took

in said

in a dead

March 1st 1881.

~~Steam~~ Mch. 1st Steam March 1st 1881. 24 hours, Main Engine
 run 24 hours, pressure of steam used, 45 to 50
 lbs to square inch Vacuum 22 inches, revolu-
 tions of Engine, average 92 per minute, steam
 follows Piston 8 inches, of the stroke, temperature
 of water delivered in Boiler, 140° Fahrenheit.

~~Steam~~ Mch. 2nd Steam 24 hours pressure of steam 50 lbs to square
 inch, Vacuum 22 inches of steam follows Piston
 8 inches of the stroke, the make 90 revolutions
 per minute, last 24 hours, said to have run
 125 miles with steam alone.

~~Steam~~ Mch. 3rd Steam main Boiler 11 hours, pressure of steam
 used 50 lbs to the square inch, Vacuum 22 in
 Steam follows Piston 8 inches of stroke the make
 revolutions 90 - Vessel traveled 151 miles last 24 h
 hours.

Mch. 4th No Steam to day - the weather has been fine
 with strong trade winds, and the Belvedere
 is bound to Honolulu time 6:20 P.M.

Mch. 5th Saturday Evening March 5th 1881. no steam
 to day - time 7 P.M.

Mch. 6th Sunday Evening March 6th 1881. 7 P.M.
 The weather has been fine all day, strong
 trade winds prevailed all day, and very warm.

Mch. 7th No Steam to day. Strong trade wind has
 prevailed all day, no whale seen. time at present
 7:30 P.M.

~~Exhaust pipe~~ Mch. 8th No Steam to day, the Exhaust pipe of the
 Engine got broken off to day close to the
 Engine, by means of the working of the
 ship, there is not much damage done,
 time at present 7 P.M.

(Copy of Steam Log of Steer "Belvedere")

March 9th 1881-

Mch⁹th No Steam to day, Strong Trade winds has prevailed all day, work going on in Engine Department - painting, time at Present, 7 P.M.

Mch¹⁰th No Steam to day, The weather has been very stormy all day, no ships has been reported time at Present 7.30 P.M.

Mch¹¹th No Steam to day, Strong Trade wind has prevailed all day - No ships has been reported seen, no Whales seen time at present 7.10 P.M.

Mch¹²th No Steam to day, Strong trade wind has prevailed all day, weather showery, Saturday Evening March 12th time 6.30 P.M.

Mch¹³th Sunday Evening March 13th 1881 - Nothing worth of writing this evening only, The weather has been very fine all day Strong Trade winds and dry. (time at present 7 P.M.)

Mch¹⁴th No Steam to day, the Sandwich Islands is in sight, the Belvedere is expected to go into Honolulu in the morning, the weather has showery all day, Strong Trade winds, time at present 7.30 P.M.

Mch¹⁵th Slow Steam all day, off & on the harbor Honolulu, 12 hours Steam, time at present 7.30 P.M.

Mch¹⁶th No Steam to day, the weather has been very fine all day, Laying off Sandwich Islands no Whales reported seen time at present 7.30 P.M.

Mch¹⁷th The weather has been fine all day and almost calm, one ship has been reported seen close to shore, at the Island, time at present 6.30 P.M.

March 18th 1881-

March 18th Slow Steam 13 hours, at the Karakakua Bay
Sandwich Islands, the weather has been very
fine all day the Bark Abram Barker, and Bark
Elizabeth one more whale Bark & Anchor in
the Bay, Belvedere would not be allowed to
Anchor there Time at Present 7.30 P.M.

March 19th No Steam today, Strong breeze all day, in
sight of the Land, of Sandwich Islands

March 20th Sunday Evening, March 20th 1881. S. B. Belvedere
laying off for "Lea" the Island of Oahu,
weather fine. Strong breeze, No Steam, time at-
Present, 7.00 P.M.

March 21st, Steam 6 hours Slow Steam, off & on Honolulu
harbor, Capt Owen took charge of the Belvedere
today - the mail ^{arrived} in Honolulu from
San Francisco Capt Owen came on her time at
Present 7.00 P.M.

March 22nd Steamed into Honolulu harbor, & steamed out of the
same took coal for the Arctic Voyage, laying
under bank fires, at present time, 7.30 P.M.

March 23rd Steam 4 hours off Honolulu harbor, the weather
has been very fine all day with strong breeze,
Time 7. P.M.

March 24th No Steam today, everything has been very
still all day, weather calm, "Laid off" Karaka-
kua Bay, time at Present, 7.30 P.M.

March 25th Steam 4 hours going into Karakakua Bay,
the Belvedere is now at anchor, in Karakakua
time at present, 7.30 P.M.

March 26th Belvedere laying at anchor, in Karakakua
Bay, no person on shore, on account of
small pox in Honolulu. time at present
7.30 P.M.

Sunday Evening March 27th 1880,

March 27th No Steam to day, Belvedere still at anchor in Karakakoa Bay, we are not allowed to go on shore, neither can anyone come on board from the shore till after the 30th of March time 7. P.M.

March 28th No Steam to day, laying at anchor in the same place, the weather has been very warm (time at present 7. P.M.)

March 29th No Steam to day, still laying at anchor in the same place, no one has gone on shore yet time at present 7.10 P.M.

March 30th No Steam to day, no main Engine, Steam on Donkey Boiler 4 hours hoisting Water, the Belvedere at anchor in same place, weather very warm, time at present, 7.30 P.M.

March 31st The Engines on shore all day in Karakakoa Bay. First time of day off board since left (New Bedford)

Apr 1st Friday April 1st 1881 Steamer Belvedere still at anchor in Karakakoa Bay. Port watch had liberty on shore, and has arrived on board all right, time at present, 7.30 P.M.

Apr 2nd Saturday Evening April 2nd 1881. No Steam to day, I have been at liberty, on shore all day, and all the Starboard watch had liberty, and been on shore, time at present 7.30 P.M.

Apr 3rd Sunday Evening April 3rd 1881 No Steam to day. The Belvedere still at anchor in Karakakoa Bay. Port watch had liberty on shore to day, and has arrived on board, at present time 7.30 P.M.

Apr 4th Steam main Boiler 7 hours, left Karakakoa Bay, at 10 A.M., Steamed to sea, pressure of Steam used 45 lbs to square inch vacuum 24 inches, Steam following piston 8 inches of stroke she makes 78 revolutions per minute, time at present 8. P.M.

Steamer

April 5th 1881.

Apr. 5th Steam main Engine, 4 and a half hours, laying
under bank fires at present, in sight of Honolulu
harbor time at present. 7 P.M.

banked fires all day -

Apr 6th No Steam to day, layed under banked fires
the last 26 hours. Squared off for the Arctic
Ocean this Evening at 4 P.M., Captain Owen
is in Charge, time at present 7 P.M.

Apr 7th No Steam to day, the Belvedere is on her
way to the Arctic Ocean, strong breeze all day.
time at present 7.30 P.M.

Apr 8th No Steam to day, on the way to the Arctic
Ocean, weather has been very fine all day.
Slight breeze. time at present 7 P.M.

Apr 9th No Steam to day, work going on in the Engine
room Gap pipe fitting from Boiler to Conden-
-sor, weather has been very fine all day.
time at present 7.20 P.M.

Apr 10th Sunday Evening April 10th 1881 -
No Steam to day the weather has been very
fine all day, winds light, time at present
6.45 P.M.

Apr 11th No Steam to day. Strong Breezes all day
work going on in Engine room fitting Exhaust
pipe time at present 6.30 P.M.

Apr 12th No Steam to day. Strong breezes all day
time at present 7 P.M.

Apr 13th Heavy Blow all day, weather clay. winds
westerly time at present 7 P.M.

Apr 14th No Steam to day. Strong breeze all day, bound to
the Arctic Ocean, time at present, 7 P.M.

(Copy of Steam Log of Mr. Belvedere)

April 15th 1881-

Apr. 15th No Steam to day. Strong breeze has prevailed all day. Time at present 6 30 P.M.
(Weather damp with fog)

Apr. 16th Saturday Evening April 16th 1881

Mr. Belvedere in a heavy blow all day it is now moderating some time at present 6 30 P.M.

Apr. 17th Sunday Evening April 17th 1881-

No Steam to day, the weather has been very rough, heavy blow all day, it is like to moderate at present time, 7 25 P.M.

Apr. 18th Storm all day, weather Cold with Snow
Squalls time at present 7 P.M.

Apr. 19th Weather Stormy all day Snow Squalls, No Steam, Time at present 7 P.M.

Apr. 20th No Steam to day. The weather has been quite moderate all day time at present 7 P.M.

Apr. 21st Steam main Engine 11 hours, pressure of Steam used 45 lbs. vacuum 25 inch
Steam follows Piston 8 inches, She makes 86 revolutions time 11-30 P.M.
Steam main Engine

Apr. 22^d Steam 24 hours, Come through the 72
Steam) (Pressure pressure of Steam 40 lbs vacuum 25 inches, revolutions of Engine, 80 time 11-30 P.M.

Apr. 23^d Steam 24 hours, pressure of Steam used 45 lbs, vacuum, 24 inches, Steam follows, Piston 8 inches of stroke she makes 87 Revolutions, Heat of Water delivered in Boiler, 130 degrees Fahrenheit, Time at present 12. midnigh

(Copy of Steam Log Contd)

^{Evening}
Sunday April 24th 1881. 6 P.M.

^{Steam}
Apr 24th Steam main Engine 2 hours, pressure of
Steam used, 45 lbs, Vacuum 24 inches, revolutions
of Engine 90, heat of feed water, 130 degrees
Time at present, 6. P.M.

^{Steam}
Apr 25th Steam 2 hours pressure of Steam used 50 lbs
Vacuum 24 inches Steam follows Piston 9 in
of Stroke, She makes 90 revolutions, per minute

^{Steam}
Apr 26th, Steam 13 hours, pressure of Steam used 50
lbs to square inch, ^{Vacuum 24 inches} Steam follows Piston 8 in
of Stroke, She makes from 88 to 90 revolu-
tions per minute, Temperature of water de-
livered in Boiler 130 degrees Fahrenheit
(Time 7. P.M.)

Apr 27th No Steam to day, Saw the first Ice this
afternoon, about 3 P.M. bank fires all day
Time at present 7 P.M.

Apr 28th Steam 7 hours slow steam, the first day the
Belvedere has been in the Ice, pressure of
Steam used 40 lbs to the square inch, vacuum
23 inch Time at present 6.30 P.M.

Apr 29th No Steam to day, weather has been very
Cold and damp Time at present, 7. P.M.

Apr 30th No Steam to day weather has been very
Cold and damp all day no Whales
has been reported seen, no Ships reported
seen today, Saturday Evening April 30th 7. P.M.

May 1st Sunday Evening May 1st 1881. 7.00 P.M.
No Steam to day, the Belvedere is in com-
pany with 6 whale ships, the first day
in company with the Fleet, some of them
have got Bow Heads, ✓

(Copy of Steam Log of S^ts Belvedere)

May 2^d 1881 -

May 2^d No Steam today, the weather has been very rough all day, and cold and foggy, in company with 5 or 6 Whale ships all day

May 3^d No Steam today, weather has been very foggy all day, light breeze no Whales seen, time at present 7.45 P.M.

May 4th Steam 3 hours, the first Bowhead whale was struck to day, two was made fast to and both got away, steamed in the ice for one and lost him, time 9.3 P.M.

May 5th Steam Donkey 7 hours, the first Bowhead whale was cut in on Belvedere, he was a good whale, said to make ^{about} 100 bbls of oil - time at present 7.30 P.M.

May 6th No Steam to day, Layed under bank fires no Whales has been got to day time at present 6 P.M.

May 7th Saturday Evening May 7th 7 P.M. The weather has been thick all day, strong breeze with snow squalls no Whales has been seen to day, No Steam today.

May 8th Sunday Evening May 8th time 10 P.M. Steam 13 hours, pressure of steam used 45 lbs to square inch, Vacuum 23 in revolutions of Engine 84, temperature of feed water 130, for on board,

May 9th No Steam to day, Layed under bank fires all day, Sang Whales has been seen the afternoon, 3 Ships has been reported seen, See the Logbook time at present 7 P.M.

(Copy of Steam Log cont^d)

May 10th 1881 -

May 10th Steam main Engine 2 hours, Steam Donkey,
Engine 4 hours, from main Engine?
Cut in one Bow head whale - time at present
(12 at midnight)

May 11th No steam to day, laid under banked fires
all day. One Whale has been struck and got away.
Some whale ships in sight at present time 7:20 P.M.

May 12th Steam 19 hours working through the Ice, pressure
of steam used 40 lbs. - vacuum 23 inches
density ^{of water} in Boiler 2.32 temperature of feed water
120 degrees, revolutions of Engine average 75
time 12 midnight

May 13th Steam main Engine 8 hours, pressure of steam
40 lbs, vacuum 23 inches, density of water in
Boiler, 1 7/8 .32, temperature of feed water delivered
in Boiler, 120 degrees, Fahrenheit least time at present
(10 P.M.)

May 14th Steam main Boiler 14 hours, pressure of steam used
40 lbs the square inch, vacuum 23 inches, density
of water in boiler 1 7/8 - 32 temperature of feed water
(delivered 130°)

May 15th Sunday Evening May 15th 1881 - No steam has
been used to day, the Belvedere has been here
two at Plover Bay Heads, some ^{of the} natives ~~has~~ on
board, time at present, 7 P.M.

May 16th Steam main Engine, 5 hours, hard steaming,
Steam Donkey 4 hours, Cut in one whale ^{this}
one more is alongside ^{to} Cut in, in the morning, time 12
(midnight)

May 17th Steam main Engine 2 hours, Steam Donkey 4 hours
Cut in one whale this forenoon, some ships in
sight at present, time at present -
(8 P.M.)

(Copy of Steam Log of Steamer Belvedere)

1881-

May 18th No Steam today, laid under banked fire. Lots of Whales has been seen, did not get any whale today, the weather has been very cold, light winds, time 7 P.M.

May 19th Steam Main Engine 4 hours, Steam Pump Engine 5 hours, Put in one Bowhead Whale, the weather has been fine and dry all day time at present, 7 P.M.

✓ Shay-Eng.
I have taken this book and entries and given up my position to any one on board.

20th No, Steam today, laid under banked fire all day, the weather has been stormy all day the Bark Northern Light spoke us at noon, time (7.30 P.M.)

21st Steam about 5 hours, Shay put in full Control of the Engine and Boiler, I have agreed with Captain Owen, and said, that I should try to get along agreeable in the matter and let Mr Shay have Control for one month, on trial in my position on board,

The above is a true Copy of Mr W H Beatty's Steam Log of Steamer Belvedere, including Article on page 115, written after day's work above (21st) was closed, verified by Comparison by himself in presence of Mr Munter, Chief Officer of Belvedere and approved by Le C. Owen.

Witnesses
W H Beatty, Late Chief Engineer,
Le C. Owen, Master St. Belvedere

" " I take this Copy of Steam Log because Mr Beatty will not surrender the original Log - but Claims it as his property

Le C. Owen, Master St. Belvedere,

Shear Ship Belvedere

Sunday May 22

I H. C. Shea Was Put in Charge of Engine and Boiler Department Saturday May 21 at 9.30 Pm By Captain L. C. Owen of said Ship Arthur J. Easline to act as second Plat the water out of ^{the} Boiler this morning into the ship had no steam to blow it out the Bottom Blow of lock was stuck fast had to take it of all together than it and put it back took hand hole Plat of to let water out of Boiler the mud was 9 in deep in Bottom of Boiler give boiler good washing out and filled with fresh water Mr Beaty would not let Shea use the Blow lock when he was using salt water.

on Examining the Engine is found that the Piston Rod is Eaten Bad By Mr Beaty letting his Cylinder fill with salt water from the sea through his condenser and air Pump it filled it number of times that way the Engine needs Picking Bad the main stop Valve on Boiler leaks Bad it will Run the Circulating Engine when closed Discharge Valve on air Pump leaks way his Cylinder got filled as above Discharge Pipe on ^{sub} condenser Broke off Every Sea back goes so hard have to put long Levers on them to turn. Donkey Pump wont Work Water Donkey Engine needs Picking and Brass full filed Slip Joint on main steam Pipe leaks Bad

Steam Ship Beluderi

MON May 23th

Engine Room
General Clean up and Packing Engine

Tues May 24th Laying at anchor natives on Board
Steam on Donkey Boiler Braking
out fore hole 7 hours Burning Scraps
Slow Fire in main Boiler to set joints

Wednes May 25th

got under way By Steam 3 hours
Brass Sprung up Had orders to Bank
Fires Steam on Donkey Boiler to hoist
anchor Burning Scraps took by from
try Works and Washed Engine

Thurs May 26th

laying under Bank Fires
Packing Circulating Engine and
grinding Safety Valve in natives on
Board this morning

Friday May 27th

laying under Bank Fires lit them
go out to night grinding main Stop
Valve on main Steam Pipe Snowing to Day

Steam Ship Belvedere

Sat May 28th
 Calling Boiler and taking Salinometer
 from Engine Room and Put in Fire
 Room Fire Went out last night good
 Breeze all Day Mr Beaty Had his
 Papers taken out of the Engine Room
 to Day By Carpenter of Ship

Sun May 29
 good Breeze all Day lowered Boats at
 5:45 am got past and Sounded the
 Whistle Started Fire in Donkey Boiler
 at 8:20 am got through at 4 Pm
 Burning scraps all Day

Mon May 30th
 Seaking Boiler front and Painting
 it and Putting up Drain Pipe
 for gage cocks

Tues May 31th good Breeze in forenoon Boats
 lowered at 20 minutes Past 4 am Touch
 mate Struck and lost Whale iron
 Drawed Polishing Engine and cleaning
 Bilges Mr Beaty gave up Engine tools
 to Day

Wed June 1th
 Seating Valve on air Pump out Board
 Discharge, calm Part of the Day, passing
 Atlantic

Thurs June 2th ✓
 light Breeze all Day 1 Whale Sun
 to Day Repairing tools the Captain
 of the Bark Saffro is on Board

Friday June 3th cleaning tools all Day Putting up
 Balls for tools also

Steam Ship Belvedere

Sat June 4th

Steam on Donkey Boiler 14 hours Braking
out forehole and Stowing Down oil Burning
Scraps 60 lbs Steam Water Fresh in Boiler

Sunday June 5th

Good Breeze all Day lowered Boats
in afternoon Did not Strike any Whales

Monday June 6th

Work on Ship fore Pump and Standing
Mast Heads Boats lowered twice Struck
one Whale Went under the ice and lost him

Tuesday June 7th

good Breeze all Day Work on Stern
Pipe for the Cabin lowered Boats once

Wednesday June 8th

Steamed 4 hours Pressure of Steam 28 lbs
Revolutions of Engine 85 Vacuum 24 inches
Water in Boiler Fresh By Salinometer
Fuel Water 120° Had orders to Bank Fires
cutting of at 14 inches of Piston

Thursday June 9th

Steamed 3 hours to Wind Ward Pressure of
Steam 23 lbs Vacuum 24 inches Fuel Water
120° Water in Boiler Fresh turns of Engine
80 cutting of at 14 inches of Piston
Repairing Discharge Pipe on Condenser
Repair = Ships Captain Bank fires

Friday June 10th

under Bank Fire Repairing & Safety Valve
Escape Pipe

Saturday June 11th under Bank Fires Packing Ship
joint on main Steam Pipe Putting Brass Bands
on Bolster on Cylinder

12th Sunday June 12th 1881
fine Breeze all day, Sailed under Boats
fires

13th Monday June 13th
Main Boiler under Boats fire,
all day and some work done
to the forced Engine

14th
good Breeze all day
work going on in Engine
department Corking and Cleaning
Part furnis of Main Boiler Red Leding Steam

15th wednesday June 15th work
going on in Engine department
working in Hobart furnis

16th Thursday June 16th
work going on in Engine room
putting Brass Bandson Silencer

J. W. H. Beatty who has been
of duty since May 22nd Comes
on to day again in the same Position
According to Mutual agreement
with Capten L. C. Owen known
in Charge of this Ship

17th Friday June 17th
Knew Steam to day
weather has been fine work going
on in the Engine room department
Bran fitting the Piston and fixing the vice
and other simple repairing in general
Time of present V. S. S.
amount of Coal from Both Side Bunkers
14 tons and for part of one tone June 18th

Steam Ship Belvedere

- 18th Filling Coal Bunkers and making
ground Steam handle etc Steam
- 19th Steamed $2\frac{3}{4}$ hours Pressure of Steam
33 lbs Vacuum 24 inches Fuel Water 120°
Steam Following Piston 19 inches Stroke
turns of Engine 64 Saturation of Boiler
 $\frac{1}{4}$ to 32 at 210° temperature Bay Salinometer
Bank Fires Cape Lisbon in sight
- 20th No Steam Laying under Bank Fires
Work on Bum gun other small jobs
- 21th No Steam Good Breere all Day
Laying under Bank Fires
- 22th Laying under Bank fires Blowing
Heavy all Day
- 23th Laying under Bank Fires Blowing
Heavy all Day Point Hope in sight
- 24th Steamed 3 hours Pressure of Steam
35 lbs Vacuum 25 inches Fuel ^{Water} 120° turns
80 cutting off at 9 inches Stroke Satura-
tion of Boiler $5\frac{1}{8}$ to 32 at 200° temperature
Bank the Fires and Crew Went on
Shore Wooding natives on Board laying
at anchor
- 25th Steamed ^{hour} 1.30 minutes Pressure of Steam 33
lbs Vacuum 25 inches cutting off at 9 inches
of Stroke turns 80 Saturation of Boiler
 $5\frac{1}{8}$ to 32 at 200° temperature Natives on Board
Crew Wooding at anchor at Present time

Steam Ship Belvedere

26th Steamed 12 hours along the coast
 Pressure of Steam 40 lbs Vacuum 20 inches
 Fuel Water 120. Cutting off 9 inches thick
 Saturation of Boiler $\frac{3}{4}$ to 32 at 200° temp
 Burning Wood

27th Steamed 4 hours Pressure of Steam 45 lbs
 Vacuum 20 inches Cutting off at 10 inches
 Stroke turns 20 Fuel Water 120
 Saturation of Boiler $\frac{3}{4}$ to 32 at 200.
 Boats Down 4 times

28th Start Engine 11.30 AM Pressure of Steam
 35 lbs Vacuum 15 inches Cutting off 10
 inches Stroke turns 80 Fuel Water
 120. temperature Saturation of Boiler
 $\frac{7}{8}$ to 32 at 200. at 6 PM Chief took
 over Engine at 6 PM

29th Received the Watch at 12 am
 Pressure of Steam 35 lbs Vacuum 20
 inches Cutting off at 9 inches Stroke
 turns 80 Fuel 110. about that Density
 of water in Boiler $1\frac{1}{4}$ to 32 at
 200. temperature Chief Received Watch at
 6 PM am I took Watch again at 12 am
 Run until 2 PM Bank fires and put
 air Pump Valves in air Pump
 Pressure of Steam the same as watch before
 all the same But Saturation $1\frac{1}{2}$ to 32
 at 200. temperature Steamed all together 26 hrs

30th Sailing under Bank fires good
 Burn all Day got no Whales in the
 month of June

July 1st Stearn Ship Belvedere

Stearn
1 Steamed 3 hours Pressure of Steam 35 lbs Vacuum 20 inches Cutting off 9 inches of Stroke Fuel Water 100 about that saturation of Boiler $1\frac{1}{4}$ to 32 at 200° temp. Burning Wood Packed the Forward Engine Bank the Fires

2 Stearn
2 Steamed 1 hour Pressure of Steam 35 lbs Vacuum 20 Cutting off at 9 inches Stroke Fuel Water 120 turns 80 Saturation of Boiler $1\frac{1}{4}$ to 32 at 200° temperature Burning Wood the Bank Fires

3 Stearn
3 Steaming all Day laying under Bank Fires got Steam up at 8 PM Pressure of Steam used 4 lbs Vacuum 20 inches Cutting off at 11 inches Stroke Fuel Water 120 Saturation of Boiler $1\frac{1}{4}$ to 32 at 200° temperature Chief Relieved Second Engineer at 6 PM He Run the same as

4 Stearn
4 above all But Saturation $\frac{1}{8}$ heavy Relieved the Chief at 12 PM and Run untill 3-15 PM 19 hours and 15 minutes Run Pressure of Steam 40 Vacuum 20 Cutting off cft 12 in Stroke turns 80 Fuel Water Blood Warm Saturation $1\frac{1}{8}$ to 32 at 200°

5 Stearn
5 under Bank Fires good Breese all Day grinding Small Valve in on Steam Pipe

6 Stearn
6 got Steam at 3 am first Watch Pressure of Steam 40 lbs Vacuum 20 Cutting off at 12 in Stroke turns 80 Fuel Water Blood Warm Sat off Boiler $1\frac{1}{2}$ to 32 at 200° temperature Chief went on at 6 am Run as the same above

July 7th Steam Ship Belvedere

- 7 Relieved the Chief at 12 PM
 Pressure of Steam 40 lbs to 45 in Vacuum
 20 in Cutting off 12 turns 85 Fed Water
 Blood Warm Sat of Boiler 14 to 32 at 100
 Relieved at 6 PM By Chief Went again
 12 AM Run until 2 AM Run as above
 Bank Fires Engine Run 23 1/2 hours
 Disconnect Engine Crank Boxes and Scapellum
 Warmed in my Watch
 looking at inside of Cylinders
- 8 the air Pump Valve out Board Discharge
 good Breve all Day nothing in Sight
 Cape Lisboane
- 9 the Ship Went ashore at 8:45 am got
 Steam in Main Boiler Pressure
 used 57 lbs Val 20 Cutting 18 in
 Stroke, Turns 105 Fed Water Blood
 Warm no Sat got off 10:40 am
 used Steam forward and aft
 Ship Went on in the Fog no harm
 Done Engine ^{Run} after got of 3 hours
 Chief Run main Engine I Run forward
 Engine
- Sunday Good Breve all Day under Bank
 10 the Fires
- 11 the Good Breve all Day Beating to
 Windward off icy Cape in the morning
 under Bank Fires
- 12 the Good Breve all Day under Bank
 Fires Making Stencil Plate to Mark
 Bone
- 13 the Good Breve all Day with Fog and
 Thunder & lightning under Bank Fires
- 14 the Repairing Coal Chisels and making
 tub Cleaner under Bank Fires
- 15 the Good Breve all Day under Bank Fires

July 16th Steam Ship Belvedere

Packing Slip joint on main Steam Pipe
Fires went out last night Good Breer
all Day

17 H Good Breer all Day ^{18th} Put ^{18th} lower Valves

18 H in air Pump and grinding Safety Valve

19 H Steamed 7 hours to Windward

Steam 7 hours
Pressure of Steam 40 lbs Vacuum 20 in Cutting
off at 12 in of Stroke Feed Water 120°
Density of Water in Boiler $1\frac{1}{2}$ to 32 at 200°
Bank Fires

20 Herald island in sight this morning
under Bank Fires

21 H Good Breer all Day talking Boiler
legs

22 H Hauled Fires this morning Good
Breer all Day

23 H Good Breer all Day

24 H Steamed 10-2 hours up the Coast

Steam 10 2 hours
Pressure of Steam 45 lbs Vacuum 20 Cutting
off at 14 in Stroke Engine makes 95
turns Feed Water 120° Density of Water
in Boiler $1\frac{1}{2}$ to 32 at 200° anchored little
north of Pt lay natives on Board

25 H at anchor little above Pt lay natives on Board

26 H Steamed 9 8 hours Down the Coast
after Water Pressure of Steam 40 lbs Vacuum
21 inches Cutting off at 9 in Stroke
Engine makes 85 turns Feed Water 120°
Density of Water in Boiler $1\frac{1}{2}$ to 32 at 200°

27 H Steamed 8 hours got about 6 tons of Coal
at the mines Cape Lisburne Pressure of
Steam 40 lbs Vacuum 21 in Cutting off at
10 in Stroke Engine makes 80 turns
Feed Water Blood Warm Density of Water
in Boiler $1\frac{1}{2}$ to 32 at 200° Steam on Forward
and Engine 6 4 hours hoisting Water on Board

July 28th Steam Ship Belvidere

Steam up First watch

Pressure of Steam 35 Vacuum 21 in Cutting off at 10 in Stroke Engine makes 80 turns Feed water Blood warm Denis try of water in Boiler $1\frac{1}{2}$ to 32 at 200. Blowed Boiler once in this watch

2 Watch Pressure of Steam 35 lbs Vacuum 20 in Density of Steam water in Boiler $1\frac{1}{2}$ to 32 at 200. Steam following Piston 10 in of Stroke Engine makes 72 to 80 turns Boiler Blowed off at 2 am Stop one hour this watch Chief Watch Copied

3 Watch Carrying low Steam Ship in the ice shooting Walrus Engine Run 2 1/2 hours this watch Pressure of Steam 25 lbs Vacuum 20 in Cutting off 12 in Stroke Running under slow Bell Feed water 120. Density of water in Boiler $1\frac{1}{2}$ to 32 at 200.

4 Watch Pressure of Steam 30 Vacuum 21 in Engine Run untill 9 Pm turns under slow Bell cutting off 10 in Stroke Feed water Blood warm water in Boiler $1\frac{1}{2}$ to 32 at 200. Bank fires 9 Pm Copied from Chief Watch

29th Bank Fires Putting Ballast under Boiler Calm all Day 12 Ships in sight

30th Engine Run 10 hours Pressure of Steam 40 lbs Vacuum 20 in Cutting off 10 in Stroke Engine makes 80 turns Feed water 120. Density of water in Boiler $1\frac{1}{2}$ to 32 at 200. 10 hours overidge took on Board to Day the mate of the Bark Daniel Webster and steamed into the Shore to get the crew anchored little below icy Cape Did not get the crew out the boats up the coast could not get near them for ice

Steamed out of the 24 hours 7 hours

Steamed 12

July 31st Steam Ship Blunder

Steamed 5 hours

Steamed 5 hours up to icy Cape
Ship grounded on the Shoals Pressure of
Steam 40 lbs vacuum 21 in cutting 10 in
Stroke Engine makes 85 turns Fuel Wat-
ter 120° Density of Water in Boiler 1 1/2 to 32
at 200° Bank the Fires and Went Wooding
in the after noon after Ship got off Stays
to Southard and went wooding

aug 1st Steamed 15 hours Pressure of Steam
35 lbs vacuum 21 inches cutting off 12 in
Stroke Fuel Water 120° Density of Water
in Boiler 1 1/2 to 32 at 200° on Watch all Day
under Slow Bell

2nd H Cleared tubes after Done Running
Hauled the Fires out and Packed the
Engine good Brue all Day
3rd H got Steam up at 8-40 am Did not
use it Bank fires and lowered Boats 3
times in the last 24 hours

4th Steamed 7 hours & up the Coast to
Wainwright inlet got 2 of the crew of
the Bark Daniel Webster Pressure of Steam
35 lbs vacuum 21 in cutting off at 10 in
Stroke Engine makes 90 turns Fuel Water
120° Density of Water in Boiler 1 1/2 to 32 at
200°

5th Steamed 5 1/2 hours Pressure of Steam 30
vacuum 21 in cutting off at 10 in Stroke
Engine makes 84 turns Per min Fuel
Water 120° Density of Water in Boiler
1 1/2 to 32 at 200° temperature

6th under Bank fires Blowing Heavy
all Day

7th Sunday of Wain Wright inlet
under Bank fires

8th good Run all general steam fires out

- 9th Tuesday Aug 9th
Calm all Day Put valve in air Chamber
Fuel Pump
- 10th good Breeze all Day nothing going on
in Engine Department
- 11th Rain and Foggy all Day
- 12th Foggy all Day nothing going on
in Engine Department
- 13th Steamed 16 hours up the Coast
Pressure of Steam 35 lbs Vacuum 21
inches Cutting off 10 in Stroke
Engine makes 80 turns Feed Water
120° Density of Water in Boiler $1\frac{5}{8}$ to
32 at 200° temperature Bank Fires
- 14th Sunday Steamed 2 hours
Pressure of Steam 40 lbs 22 inches of
Vacuum Cutting off 10 in Stroke
Engine makes 80 turns Feed Water
Blood Warm Density of Water in
Boiler $1\frac{5}{8}$ to 32 at 200° temperature
got 10 men of the Wreck Bark
Daniel Webster at anchor under Bank
Fires
- 15th Steamed 6 hours towing Whale ✓
to north West of Pt Barrow Pressure of
Steam 40 lbs Vacuum 20 inches Cutting
off 18 in Stroke Engine making 80 turns
Feed Water 90° about that Density of
Water in Boiler $1\frac{5}{8}$ to 32 at 200°
- 16th Steamed 4 hours Pressure of Steam 34 lbs
Vacuum 20 Cutting off 10 inches Stroke
Feed Water 120° Degrees Density of Water
in Boiler $1\frac{5}{8}$ to 32 at 200° Steamed an
Danky Boiler 6 hours but in Whale

- 17 Wednesday August 17th
 Steamed 2 hours Pressure of Steam
 35 lb Vacuum 20 inches Cutting off at
 10 in Stroke Engine makes 85 turns
 Fuel Water 120° Deg Density of Water in
 Boiler 1½ to 32 at 200° tempature Steam
 Donkey Engine 10 hours used Steam
 From main Boiler Brake out oil
- 18th Steamed 5 hours Pressure of Steam
 35 lb Vacuum 20 Cutting off 10 inches
 Stroke Engine makes 85 turns Fuel
 Water 120° Deg Density of Water in
 Boiler 1½ to 32 at 200° tempature Repairing
 Cog Wheel on Donkey Hoister
- 19th Steamed 2½ hours Pressure of Steam
 35 lb Vacuum 20 inches Cutting off
 at 10 in Stroke Fuel Water cool
 Density of Water in Boiler 1½ to 32
 at 200° tempature Run Donkey Engine 5
 hours to cut in Whale ✓
- 20th under Bank Fires laying at anchor
 nothing going on in Engine Room
- 21th hauled Starboard Fire and Calks Boiler
 at anchor most of the time this Day
- 22th under Bank Fires Painting Smoke Stack
 good Buere all Day
- 23th Steamed 6 hours Pressure of Steam
 45 lb to 8½ inch 21 inches of Vacuum
 Cutting off at 10 in Stroke Engine
 makes 85 turns tempature of Fuel Water
 120° Deg Density of Water in Boiler
 1½ to 32 at 200° tempature Blowing Heavy
 Lane to anchor of Pt. Barrow

- 24th Wednesday Aug 24th
left Pt Barrow this morning Steaming to
Eastward all Day off Smith Bay 5 Pm
- 25th Thursday Steamed 6 hours Pressure
of Steam 35 lbs 21 inches Vacuum
Cutting off 10 inches Stroke Engine
makes 80 turns Fed Water Blood
Warm Density of Water in Boiler
1 3/8 to 32 at 200° temperature off Harrison
Bay 8 Pm
- 26th Friday Steamed 5 hours Pressure of
Steam 35 lbs 21 inches Vacuum Cutting
off 10 in Stroke Engine makes 80 turns
Fed B. Water Blood Warm Density
of Water in Boiler 1 3/8 to 32 at 200°
temperature off Pt Barrow 10 am to Day
- 27th Saturday Steaming Chief on Watch
Pressure of Steam used 35 lbs to 39 in
Vacuum 21 in Steam following
Piston 9 in Stroke Revolutions
75 Density of Water at 2 am 1 3/8
to 32 at 200° temperature Boiler Blowed
off at 2-15 am Density of Water in Boiler
1 3/8 at 32 to 200° temperature Fournoon
Watch Pres of Steam 35 lbs Vacuum 20 in
Cutting off at 11 in Stroke Engine
makes 85 turns Fed Water 120° Day Density
of Water in Boiler 1 3/8 to 32 at 200° temperature
afternoon Run until 2 Pm Chief on
Watch Bank Fires
- 28th Steamed 7 1/2 hours Pressure of Steam 40
lbs Val 20 in Cutting off 10 in Stroke
Engine makes 90 turns Fed Water 120°
Day Density of Water in Boiler 1 3/8 to
32 at 200° temperature

- 29th Monday 29th Aug 92.
 Steamed 6½ hours Pressure of Steam
 35 lbs Vacuum 22 inches Cutting off 10 in Stroke
 Engine makes 80 turns Feed Water 115° Deg
 Density of Water in Boiler 1½ to 32 at 200°
 temperature Packing air Pump and Feed Pump
 Filling Coal Bunkers
- 30th Steamed 12 hours Pressure of Steam 40 lbs
 Vacuum 22 in Cutting off 10 in Stroke Engine
 makes 80 turns Feed Water 120° Deg
 Density of Water in Boiler 1½ to 32 at 200°
 temperature
- 31th Steamed 6½ hours Pressure of Steam 35 lbs
 Vacuum 22 inches Cutting off 10 in Stroke
 Engine makes 80 turns no known saturation
 got one Whale Steam on Donkey Engine
 8 hours but in Whale Blowing gale of Wind
- Sept 1st laying to all Day in gale of Wind
- 2nd laying all Day gale of Wind Scraping
 Crabs on Grapple Pin the Pin got hot
 in Chief Watch Day we got the Whale
- 3rd good Breere all Day under Bank Fires
 making Bolts to Repair Cutting Stage
- 4th nothing to Day Bank Fires
- 5th Monday Piping Drip Pipe on main
 Steam Pipe Bank Fires
- 6th Steam in main Boiler 1 hour
 Braking out
- 7th Steamed 10½ hours Pressure 38 lbs
 Vacuum 21½ in Cutting 12 in Stroke
 Engine makes 85 turns Feed Water
 Blood Warm Density of Water in Boiler
 1½ to 32 at 200° temperature Herald is heard
 in sight 5 Pm Filling Coal Bunkers

- 8th Friday Sept 8th
 Steamed 2½ hours to Windward after
 Whale Beaty on Watch Steam on Donkey
 Engine 6 hours but Whale Herald island
 in sight Bum up to mast head all
 Day
- 9th Steamed 2 hours Beaty on
 Watch but one Whale Steam Donkey
 Boiler 15 hours to Mast main
 Boiler and but Whale in Herald
 island in sight
- 10th Steamed 2½ hours Pressure of Steam 35
 lb Vacuum 22 in Cutting off 12 in
 Stroke turns of Engine 70 Feed
 Water Blood Warm Salinometer Discornelt-
 ed
- 11th Sunday off Herald island
 see lots of Whales going fast
- 12th Steamed 2 hours and 15 minutes
 Pressure of Steam 35 Vacuum 21 in
 Cutting off 10 in Stroke Engine makes
 85 turns Feed Water 120° F & misty
 of Water in Boiler not known
 Salinometer apart
- 13th Tuesday Sept 13th
 Steamed 7 hours Pressure of Steam
 35 lb Vacuum 22 inches Cutting off
 10 in Stroke Engine makes 75
 turns temperature of Feed 115° Deg
 no saturation of Boiler
- 14th Wednesday Sept 14th
 Steamed 1 hour Beaty on Watch
 Steam on forward Engine 5 hours
 got 1 Whale to Day Stood Mast Head
 all Day Herald island in sight

- 15th Thursday Sept 15th
 Steamed 3 hours Pressure of Steam 25 lbs
 Vacuum 21 inches Cutting off 12 in Stroke
 Engine under Slow Bell Feed Water Boiled
 Warm Density of Water in Boiler 18°
 to 32° at 200 temperature Steam on
 Donkey Engine 11 hours Cut 1 Whale and
 Brake out Between Decks got 2 Whales
 to Day Stood mast Head most all
 Day all But the time the main Engine Run
 time at Present 11 Pm
- 16th Steam on Donkey Boiler Cut 1 Whale 6 hours
 17th Saturday Sept. 17th
 Steamed 3 hours after Whale Pressure of
 Steam 35 lbs Vacuum 21 inches Cutting
 off at 12 in Stroke Engine under
 Slow Bell Feed Water 120° Deg Density
 of Water in Boiler 14° to 32° at 2.
 got one Whale to Day
- 18th Sunday Sept 18th
 Steam 2 hours on main Engine after
 Whale Beaty on Watch Steam on Donkey
 Engine 10 hours Cut 2 Whales in one
 in morning and one at night 1 Whale
 to Day
- 19th Monday Sept 19th
 Work on Engine Packing ^{Standing} Mast Head
 in afternoon good Breeze all Day
 Herald island in Sight
- 20th Tuesday Sept 20th
 Nothing going on Engine
 Department Helping Stow Down
 oil Heavy Wivels With Log
- 21st Wednesday Sept 21st Steamed 4 hours Beaty
 on Watch Mining Blubb & Standing Mast
 Head all Day

- 22th Thursday Sept 22th
 Work on Deck Part of the Day
 thick Fog most of the Day
- 23th Friday Sept 23th
 Steam on Donkey Boiler 12 hours
 Braking out and Stowing Down
 oil Snow Squalls & Foggy to Day
- 24th Saturday Sept 24th
 Steam on main Boiler 2 hours
 Engine Run $\frac{1}{2}$ hour get Whale
 along side 1 Whale to Day
 Steam Donkey Boiler 6 hours
 cut in Whale Standing mast
 Head all Day Pressure of Steam
 main Boiler 30 lbs
- 25th Sunday Sept 25th
 Steamed 12 hours Pressure of Steam
 35 lbs Vacuum 21 in Cutting off at 10
 in Stroke Engine makes 50 turns
 Feed Water 120 Deg Density of
 Water in Boiler $1\frac{1}{2}$ to 32 at 200
 temature Reatz on Watch this afternoon
 this is the way the Engine Run in
 my Watch
- 26 Monday Sept 26th
 Steamed 10 hours Pressure of Steam 35 to 40 lbs
 Vacuum 21 in Cutting of 10 in Stroke
 Engine makes 56 turns Feed Water 120
 Deg Density of Water in Boiler $1\frac{1}{2}$ to 32
 at 200 temature
- 27 Tuesday Sept 27th
 Steamed 15 hours Pres of Steam 35
 lbs Vacuum 21 in Cutting off 10 in
 Stroke Engine makes 50 turns Feed
 Water 115 Deg Density $1\frac{1}{2}$ to 32 at 200 temature

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Wednesday Sept 28th

18th Steamed 8 hours Slow Steam
Working to Windward Gerald is laved
in Sight Chalked off four hole to Day

29th Thursday Sept 29th
Standing mast Head and Kelping
on Deck the most of the Day

30th Friday Sept 30th
Steam main Engine 2 hours
Beatz on Wallt Steam on Donkey
Boiler 4 hours Cut 4 Phale Struck
two Whales and Saved one to Day

Oct 1 Saturday Oct 1st
under Bark Ties Blowing
Heavy all Day

2nd Sunday Oct 2nd
Steam main Engine 2 hours Pressure
off Steam 35 lbs Vacuum 22 in Cutting off
at 10 in Stroke under Slow Bull get
Whale along Side one Whale to Day
Steam on Donkey Boiler all Day
Stowing Down Between Decks &
Cut whale in Heavy Wind to Day

3rd Monday Oct 3rd
Squared away for Drisco San Francisco
245 PM Good Breere f

Tuesday Oct 4th

Steamed 8 1/2 hours Pressure of Steam
40 lbs Vacuum 21 inches Cutting off at
12 in Strokes Engine makes 86 turns
Feed Water 115 Deg Density of Water
in Boiler 1 7/8 to 32 at 200 temperature my Water
in forenoon 3 hours of this time Beatz in
Afternoon Don't know how he Burn in Run
out 4 1/2 and too 4 hours This afternoon oil down

Steaming Right
Place No Squared
away yesterday Gerald
island

Wednesday Oct 5th

Stamed 5 hours Pressure of Steam
35 lb Vacuum 21 inches Cutting off 10 in
Stroke Engine makes 80 turns Feed Water
115° Deg Density of Water in Boilers 17 1/2
to 32 at 196 temperature Shea on Watch
Thursday Oct 6th

Stamed 6 hours on Watch 3 hours of
this time Pressure of Steam 35 lb Vacuum
21 in Cutting off at 12 in Stroke
Engine makes 80 turns Feed Water
118° Deg Density of Water in Boilers
17 1/2 to 32 at 200 temperature Steam
on Donkey Boiler 4 hours Stowing
Down oil and then used Steam
from Main Boiler 6 hours altogether

Friday Oct 7th
under Bank Fires Blowing gale
of Wind

Saturday Oct 8th
under Bank Fires Blowing
Heavy all Day

Sunday Oct 9th
Blowing Hard all Day under
Bank Fires

Monday Oct 10
Under Bank Fires

Tuesday Oct 11th
under Bank Fires Blowing gale of
Wind from the Southward all Day

Wednesday Oct 12th
Stamed 14 hours Pressure of Steam
35 lb Vacuum 20 in Cutting off at
2 in Stroke Engine makes 86 turns
Feed Water 115° Deg Density of water
in Boilers 32 at 204° temperature Shea on
Watch all the time to Day Relieved at 12 m
The S. Tanker Engine Run 4 hours Stowing

Stamed 1 hour
on the 13th Day of Oct
at 10 o'clock
Steam 14 mms
tanks are moving

Thursday Oct 13th

13

Steamed 1 hour this morning
Beaty on Watch under Bank Fires the
Rest of the time to Day Hoisted Fires
1 hour and Calked the Boiler legs

14

Friday Oct 14th

Steamed 8 hours Pressure of Steam
35 lbs to Sprink Vacuum 20 in
Cutting off at 12 in Stroke Engine
makes 86 turns Feed Water 117 Deg
Density of Water in Boiler $2\frac{1}{2}$ to
32 at 209 temperature used for 2 hours
Circulating Engine Would not work
had 14 lbs vacuum at the time it was
used Relieved at 12 and still steaming
Watch 1

15

Saturday Oct 15th

Steaming Beaty Watch Run until
2 AM Bank Fires and hauled
them Down at 5 am Morning Watch
Pressure of Steam 35 lbs Vacuum 20 in
Watch 2 my Watch Pressure of Steam
35 lbs Vacuum 20 Cutting off at 12 in
Stroke Engine makes 86 turns Feed
Water 115 Deg Density of Water
in Boiler $2\frac{1}{2}$ to 32 at 209 temperature
Watch 3 Beaty Watch Pressure of Steam
35 Vacuum 20 in Density of Water
in Boiler $2\frac{1}{2}$ to 32 at 200 temperature
Watch 4 my Watch Pressure of Steam 35 lbs
Vacuum 20 Cutting off 12 in Stroke
Engine makes 86 turns Density
of Water in Boiler $2\frac{1}{2}$ to 32 at 200
Feed Water 120 temperature Passed through
the Straits at 11 am

16

Sunday Oct 16th

Steaming Beaty on Watch Pressure of
Steam 35 Density of Water in Boiler
 $2\frac{1}{2}$ to 32 at 200 temperature

2d Watch my Watch Pressure of Steam 35
 Vacuum 20 in Cutting off at 12 in Stroke
 Engine makes 85 turns Feed 120
 Deg Density of Water in Boiler $2\frac{1}{4}$ to
 32 at 200° temperature

Beats Watch

Pressure of Steam 35 Vacuum 19 in
 Density of Water in Boiler $2\frac{1}{4}$ to 32
 at 200° temperature

My Watch Pressure of Steam
 35 lb Vacuum 20 in Cutting off 12 in
 Stroke Engine makes 85 turns
 Density of Water in Boiler $2\frac{1}{4}$
 to 32 at 200° temperature Feed Water
 120° Deg came to anchor in Plover
 Bay 10 Pm

17. ~~th~~ Monday Oct 17
 Steam on Turkey Boiler 10 hours Stowing
 Down oil Bunked main Boiler out and
 filled with salt water laying at
 anchor Plover Bay natives on Board

18. Tuesday Oct 18th
 Steamed 5 $\frac{1}{2}$ hours Pressure of Steam
 35 lb Vacuum 19 in Cutting off 10 in
 Stroke Engine makes 80 turns Feed
 Water 115° Deg Density of Water in Boiler
 $7\frac{1}{8}$ to 32 at 200° temperature got under way
 at Plover Bay at 4 Pm Bunked for San
 Francisco got about 600 tons of Coal
 to Day Cleaning Engine all Day
 untill 4 Pm

19. Wednesday Oct 19th
 under Bank fire good Burn all Day
 20. ~~th~~ Thursday Oct 20th Cleaning forward
 Engine and Boiler Bank fire

Oct 19 1. Cask of Bread. 879 Pounds.

25 1 Barrel of Beef.

Nov 3 1 " " " Beef and 1 lb. of Pork.

10 1 Barrel of Beef.

21 Friday Oct 21th
under Bang Fires good Breve all Day

22 Saturday Oct 22th
Fire Start 8-20 am me on Watch
untill 12 noonday Pressure of Steam
35 lbs Vacuum 20 in Cutting off 12
in Stroke Engine makes 86 turns
Fuel Water 114 Deg Density of Water
in Boiler $\frac{1}{2}$ at 200 temperature
Beaty Watch Pressure of Steam 40 lbs
Vacuum 19 in Engine makes 88 turns
Density of Water in Boiler $\frac{1}{2}$ at 200
temperature Nox Watch Evening Pressure
of Steam 38 lbs vacuum 20 in Cutting
off 12 in Stroke Engine makes 88 turns
Density of Water in Boiler $1\frac{1}{8}$ to $\frac{1}{2}$
at 200 temperature Run untill 9-30 Pm

13 Sunday Oct 23
Steaming. Shoa on Watch from 11 am
to 6 Pm Pressure of Steam 35 lbs
vacuum 20 in Cutting off at 12 in stroke
Engine makes 90 turns Fuel Water 114
Deg Density of Water in Boiler $\frac{1}{2}$ to
 $\frac{1}{2}$ at 200 temperature Passed through
the fox is land in my Watch
Beaty on Evening Watch Pressure
of Steam 35 to 40 lbs Engine makes
80 turns Density of Water in Boiler
 $\frac{1}{2}$ at 200 temperature

Acct. of Stones, Bark, &c.

March 27 1 bbls of Beef and one of Pork.
 April 3 1 " " "
 " " " A cask of Flour containing 17 Bagg.
 " 11 1 bbls of Beef and 1 of Pork.
 " 16 Broke out small stones Beans Sugar & Wheat.
 " 17 1 bbls of Beef.
 " 23 1 " " " 1 bbl of Pork.
 " 30 1 " " Beef.
 May 5 1 " " " 1 " " Pork.
 May 10 1 " " Beef and a cask of Flour cont 29 Bagg.
 " 16 1 " " Beef & 1 " Pork.
 " 24 1 " " Beef Hegg of Butter,
 June 6 1 " " Beef.
 " 11 1 " " Beef and one of Pork.
 " 16 1 " " Beef.
 " 24 1 " " Beef " " " Pork.
 " 30 1 " " Beef.
 " " " Cask of Flour 23 Bagg.
 " " " Cask of Bread 770 Pounds.
 May 8 Cask of Bread.
 July 10 1 Barrell of Beef and 1 of Pork.
 " 15 1 " " " Beef.
 " 21 1 " " " Beef " " " Pork.
 " 28 1 " " " Beef.
 Aug 1 1 " " " Beef 1 " " " Pork.
 " 7 1 Cask of Flour containing 25 Bagg.
 " 8 1 Barrell of Beef.
 " 13 1 " " " Beef & Pork.
 " 22 1 " " " Beef.
 " 28 1 " " " Beef & 1 Pork.
 " " " Cask of Bread 755 lbs.
 Sept 5 1 Barrell of Beef.
 " 11 1 " " " Beef and 1 Pork.
 " 22 Cask of Flour 32 Bagg.
 " 29 1 Barrell of Beef & 1 of Pork.
 Oct 11 1 " " " Beef.
 " 19 1 " " " Beef & one of Pork.



Number of Walrus Taken.

48. 12. 2. 6. 150. 37. 65. 58. 9. 17. 4. 150. 20.
61. 9. ~~Amount~~ 648

- 4 Monday Oct 24th
my first Watch Pressure of Steam 85 lbs
Valve in 20 Cutting off 12 in Stroke Engine
makes 85 turns Fuel Water 117 Deg
Density of Water in Boiler $1\frac{1}{8}$ to 82 at
200° temperature. Blowing gale of Wind
the most of my Watch
Beaty Went on Watch 6 am
Don't know how he Run
I went on 12 noonday Pres 35 lbs
Engine Run until 1:30 Pm
Washed the Engine and Cleaned
her Density of Water in Boils. $1\frac{1}{8}$ to
82 at 200° temperature
- 25 Tuesday Oct 25th
hailed the Fires this morning
Good Breeze all Day
- 26 Wednesday Oct 26th
Good Breeze all Day (another Row in
the Fire Room to Day Beaty and
the Fireman)
- Thursday Oct 27th
Cleaning Engine to Day another
Row to Day Beaty and Captain
- 28 Friday Oct 28th Cleaning
Boiler to Day Steam on Donkey
18 hours Wash Ecks
- Saturday 29th Cleaning Zone to
P.
- 30 Sunday 30th Keeping & Scrape
Pne all Day



al. 1879

